OMI

Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START
OF
ROLL

ROLL

253

AGENCY
NAME: ODot Support Services

SERIES TITLE:

Contracts

FIRST RECORD
ON REEL:

Contract # 9884

REDUCTION
RATIO: 21 X

1984 Sheep Cr. Ridge Sec, Santiam 9884
Hwy. east of Sweet Home.
(gr, paving)

9884

d

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-20	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Linn
MODIFICATION NUMBER 3	2-1-88	Project Number F-HES-21-2(20)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 778,606.00	$ 807,019.00
Federal funds	$ 510,040.00 180,000.00	$ 535,086.00 (010) 180,000.00 (141)
Other revisions		

This modification is made for the following reasons:

To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1 ST day of FEB, 19 88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

1

Oregon State Highway Division
Salem, Oregon January 22, 1988

Federal-Aid Project No. F-HES-21-2(20)

Sheep Creek Ridge Section
Santiam Highway
Linn County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 2440+00 to Sta. 2462+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Remove Loose Material (FA #1)	---	---	---	$168,000.00	---	$196,323.09
				$168,000.00		$196,323.09

Increase	$ 28,323.09
Subtotal from Estimate of October 5, 1986	692,158.00
Subtotal	$ 720,481.09
Engineering	62,135.91
Total	$ 782,617.00

Length of Project ------------------- 0.417 mi.
Cost of Roadway Per Mile ------------ $1,935,297.36

RETAIN IN RESERVE

Total as shown on Estimate of October 15, 1986 $ 24,402.00

SUMMARY OF FUNDS (88.15%)

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	1	010	$582,617.00	$513,576.00	$69,041.00
Roadway	2	141	200,000.00	180,000.00 *	20,000.00
SUBTOTAL			$782,617.00	$693,576.00	$89,041.00
Reserve		010	24,402.00	21,510.00	2,892.00
TOTAL			$807,019.00	$715,086.00	$91,933.00

Group 1 = 58%; Group 2 = 42%
Contract No. 9884
Prefix: 22-1902 (PE)
Prefix: C09884

*Fixed Funds

RLC:me

9887

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4-17-87

State	Oregon
County	Linn
Project Number	F-HES-21-2(20)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1, 19 84, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 710,606	$ 778,606	
Federal funds	450,098 $ 180,000	510,040 $ 180,000	(010) (141)
Other revisions			

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of APR, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon October 15, 1986

Federal-Aid Project No. F-HES-21-2(20)

Sheep Creek Ridge Section
Santiam Highway
Linn County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 2440+00 to Sta. 2462+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Remove Loose Material (FA #1)	$ - - -	- - -	$100,000.00	- - -	$168,000.00	
			$100,000.00		$168,000.00	
					Increase	$ 68,000.00
		Subtotal from estimate of December 3, 1985				624,158.00
					Subtotal	$692,158.00
					Engineering	62,046.00
					Total	$754,204.00

Length of Project ------------------- 0.417 mi.
Cost of Roadway Per Mile ------------ $1,808,642.69

Retain in Reserve

Slide Correction	All Required	$20,000.00
Permanent Signing		1,500.00
	Subtotal	$21,500.00
	Engineering	2,902.00
	Total	$24,402.00

SUMMARY OF FUNDS (88.15%)

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	1	010	$554,204.00	$488,530.00	$65,674.00
Roadway	2	141	200,000.00	180,000.00 *	20,000.00
SUBTOTAL			$754,204.00	$668,530.00	$85,674.00
Reserve		010	24,402.00	21,510.00	2,892.00
TOTAL			$778,606.00	$690,040.00	$88,566.00

Group 1 = 58%; Group 2 = 42%
Contract No. 9884
Prefix: 22-1902 (PE)
Prefix: C09884

*Fixed Funds

RLC:me

9884

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-94		State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County LINN
MODIFICATION NUMBER 1		Project Number F-HES-21-2(20)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1, 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 546,049.00	$ 710,606.00
Federal funds	$ 485,041.00	$ 630,098.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of DEC , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 3, 1985

FEDERAL AID PROJECT NO. F-HES-21-2(20)

SHEEP CREEK RIDGE SECTION
SANTIAM HIGHWAY
LINN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 2440+00 to Sta. 2462+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Ditch Excavation	$10.00	800	$ 8,000.00	1,214	$ 12,140.00
Granular Embankment	19.00	1,884	35,796.00	2,272	43,168.00
Filter Rock	20.00	2,083	41,660.00	2,483	49,660.00
1"-0 Aggregate Base	15.00	5,325	79,875.00	8,328	124,920.00
Remove Loose Mat'l (FA #1)	--	--	--	--	100,000.00
SUBTOTAL			$165,331.00		$329,888.00

Increase	$ 164,557.00
SUBTOTAL from Estimate of October 1, 1984	459,601.00
Subtotal	$ 624,158.00
Engineering	62,046.00
Total	$ 686,204.00

Length of Project ------------------- 0.417 mi.
Cost of Roadway Per Mile ------------ $1,250,952.04

RETAIN IN RESERVE

Slide Correction	All Required	$20,000.00
Permanent Signing		1,500.00
	SUBTOTAL	$21,500.00
	Engineering	2,902.00
	TOTAL	$24,402.00

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	GROUP	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	1	010	$486,204.00	$428,588.00	$57,616.00
Roadway	2	141	200,000.00	180,000.00	20,000.00
SUBTOTAL			$686,204.00	$608,588.00	$77,616.00
Reserve			24,402.00	21,510.00	2,892.00
TOTAL			$710,606.00	$630,098.00	$80,508.00

Group 1: 58%; Group 2: 42%
Contract No. 9884
Prefix: 22-1902 (PE)
Prefix: C09884

RLC:pf

1994

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE
10-61	**FEDERAL-AID PROJECT AGREEMENT**	OREGON
		COUNTY LINN
		PROJECT NO. F-HES-21-2(20)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sheep Creek Ridge (M.P. 58.3)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-1-84	0.417

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 546,049.00	$ 485,041.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 1 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon October 1, 1984

Federal Aid Project No. F-HES-21-2(20)

Sheep Creek Ridge Section
Santiam Highway
Linn County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 2440+00 to Sta. 2462+00)

Mobilization	Lump Sum	All	Lump Sum	$ 36,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,500.00
Temporary Signs	Sq. Ft.	310	7.00	2,170.00
Temporary Barricades	Each	9	100.00	900.00
Temporary Plastic Safety Markers	Each	18	20.00	360.00
Flaggers	Hour	800	8.00	6,400.00

ROADWORK

Clearing and Grubbing	Lump Sum	All	Lump Sum	9,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	1,000.00
Ditch Excavation	Cu. Yd.	800	10.00	8,000.00
Embankment in Place	Cu. Yd.	17,410	5.00	87,050.00
Stone Embankment	Cu. Yd.	640	16.00	10,240.00
Granular Embankment	Cu. Yd.	1,884	19.00	35,796.00
Filter Rock	Cu. Yd.	2,083	20.00	41,660.00
Trench Excavation	Cu. Yd.	484	10.00	4,840.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	3,000.00
Watering	M-Gal.	170	5.00	850.00
1"-0 Aggregate Base	Ton	5,325	15.00	79,875.00
Class "C" Asphalt Concrete	Ton	2,350	33.00	77,550.00
18-inch Culvert Pipe	Lin. Ft.	274	15.00	4,110.00
Concrete Inlets, Type G-2 MA	Each	2	1,200.00	2,400.00
Concrete Inlets, Type D	Each	1	1,100.00	1,100.00
18-inch Drain Pipe	Lin. Ft.	40	15.00	600.00
Guard Rail, Type 2A	Lin. Ft.	1,925	12.00	23,100.00
Guard Rail Anchors, Type 1	Each	1	300.00	300.00
Guard Rail Anchors, Type 1 Modified	Each	3	500.00	1,500.00
Rail End Pieces, Type C	Each	1	100.00	100.00

Geotextile Fabric in Drains	Sq. Yd.	6,000	0.60	3,600.00
Loose Riprap, Class 50	Cu. Yd.	50	20.00	1,000.00
Delineators, Type 1	Each	40	25.00	1,000.00
Seeding, Fertilizing and Mulching	Acre	2	1,000.00	2,000.00
				$ 447,001.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 1,800.00
Temporary Pavement Striping	All Required		800.00
Temporary Erosion Control	All Required		10,000.00
			$ 12,600.00
		Subtotal	$ 459,601.00
		Engineering	62,046.00
		Total	$ 521,647.00

Length of Project	0.417 mi.
Cost of Roadway Per Mile	$ 1,250,952.04

Retain in Reserve

Slide Correction	All Required		$ 20,000.00
Permanent Signing	All Required		1,500.00
		Subtotal	$ 21,500.00
		Engineering	2,902.00
		Total	$ 24,402.00

SUMMARY OF FUNDS (88.15%)

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	1	010	$ 321,647.00	$ 283,531.00	$ 38,116.00
Roadway	2	141	200,000.00	180,000.00	20,000.00
Subtotal			$ 521,647.00	$ 463,531.00	$ 58,116.00
Reserve	1	010	24,402.00	21,510.00	2,892.00
Total			$ 546,049.00	$ 485,041.00	$ 61,008.00

Group 1 58% Group 2 42%
Contract No. 9884
Prefix: 22-1902 P.E. 22-1027

CL:bkb WH:pf

October 7, 1986

CON 5 - #9884

The Aetna Casualty & Surety Co.
Bond Department
2201 6th Avenue
Seattle, WA 98121

On October 1, we wrote to you concerning release of final payment on Contract No. 9884 awarded to Gilbert Pacific Corp. for work on the Sheep Creek Ridge Section of the Santiam Highway in Linn County.

Final payment on this contract is $7,500.00 and the total contract amount is $690,743.87 including $196,323.09 for work performed under force account.

George Bell
Assistant Director

cgc

cc: Gilbert Pacific Corp.
P.O. Box 1016
Camas, WA 98607

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9884

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9884

TO: Commission Services

DATE: September 24, 1986

FROM: Werner E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9884, On Site Work Substantially Completed September 17, 1985

All Work Completed April 11, 1986

Project Sheep Creek Ridge

Highway Santiam

County Linn

Type of Work Grading and Paving

Contractor Gilbert Pacific Corp.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

SEP 1986

Letter written to surety
10/1/86

81-125-1287

jc [illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-21-2(20)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Linn

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division 6-11-86

4. PROGRAM NO.

5. ITEM NO. 40109

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN 18 '86
REFER TO
Potter
Info | Info | Info | [illegible]

7. DATE AUTHORIZATION EFFECTIVE May 12, 1986

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 16

10. GENERAL LOCATION:

Sheep Creek Ridge (M.P. 58.3) Section

11. GENERAL DESCRIPTION OF WORK

Remove slide material and seed and mulch

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5/12/86 as requested in Mr. Fredrickson's letter of 6/9/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $2,600;
Federal Funds $2,291.

14. DATE 6/18/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

May 27, 1986
IN REPLY REFER TO
HFO-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project F-HES-21-2(20)
Sheep Creek Ridge
State Force Order No. 1
Contract No. 9884

The subject State Force Order is being returned without approval. The engineering work identified does not meet the criteria agreed upon between our offices for such a transfer, but is merely a refinement of the project design to adapt the contracted work to the specific project site conditions. This type of engineering work is common to most construction projects.

Only major redesign efforts will be considered under the transfer policy.

Sincerely yours,

G.K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
OSHD (C. O. Fredrickson, Const) w/SFO No. 1
and enclosures
FHWA HAM.3-OR w/cy ltr OSHD to FHWA (5-20-86)

NOTED
LARRY RULIEN

RECEIVED
STATE HWY ENGR
MAY 28 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

WES
TAR

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 5

DATE: May 8, 1986

TO: Oregon Transportation Commission

FROM: for Larry Rulien
State Highway Engineer

AGENDA
MAY 20 1986
1A-[illegible]

SUBJECT: Request for Increase in Project Authorization
Sheep Creek Ridge Section
Santiam Highway, Linn County
Contract No. 9884

This federal-aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $120,000 or 18 percent.

The first increase in project authorization for this project was approved by action of the Commission on November 18, 1985. That increase of $108,500 was basically needed to cover slide correction work performed on force account.

That force account work is now complete and an additional $120,000 will be needed to cover the slide correction work and a minor anticipated claim for hauling away clearing debris.

It was necessary to complete the slide correction in the wet weather of November and December of 1985. The necessity of working in wet weather and unusually early snowfall increased costs dramatically. Alternate equipment was necessary to work the wet slopes and slick roads, and frequent snowstorms added considerable downtime to the operation.

The contractor has filed a claim for standby time while equipment was snowed in. This request for increase in project authorization will be sufficient to cover this claim, should it be settled to pay for this standby time.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $120,000 to a new total of $774,549.64. This matter will be on the consent calendar for the May 20 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
9884

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: May 8, 1986

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
Sheep Creek Ridge Section
Santiam Highway, Linn County
Contract No. 9884

This federal-aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $120,000 or 18 percent.

The first increase in project authorization for this project was approved by action of the Commission on November 18, 1985. That increase of $108,500 was basically needed to cover slide correction work performed on force account.

That force account work is now complete and an additional $120,000 will be needed to cover the slide correction work and a minor anticipated claim for hauling away clearing debris.

It was necessary to complete the slide correction in the wet weather of November and December of 1985. The necessity of working in wet weather and unusually early snowfall increased costs dramatically. Alternate equipment was necessary to work the wet slopes and slick roads, and frequent snowstorms added considerable downtime to the operation.

The contractor has filed a claim for standby time while equipment was snowed in. This request for increase in project authorization will be sufficient to cover this claim, should it be settled to pay for this standby time.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $120,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: W. G. Anhorn
A. D. Vohland
B. M. Walton
D. L. Trout

81-125-1387

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sheep Cr. Ridge

WEEK ENDING: April 19, 1986

SECTION PREFIX: C09884

HIGHWAY: Santiam

COUNTY: Linn

NAME OF JOB: Sheep Cr. Ridge

KIND OF WORK: Grading and Paving

CONTRACTOR: Gilbert Pacific Corp.

CONTRACT NUMBER: 9884

FEDERAL AID PROJECT NUMBER: F-HES-22-2(20)

DATE OF CONTRACT: Sept. 4, 1984

DATE WORK STARTED: Sept. 20, 1984

ESTIMATED COMPLETION DATE: September 17, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 275

SPECIFIED CALENDAR DAYS:

WORK DAYS USED: 260.5

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 95

PROJECT AUTHORIZATION: $ 654,549.64

EXCLUSIVE OF ENGINEERING: $ 589,549.64

ENGINEERING AUTHORIZATION: $ 65,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 708,550

ENGINEERING COST TO DATE: $ 62,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN: + 18 %

PERCENT OF AUTHORIZATION: 95 %

DATE PROJECT WAS COMPLETED: September 17, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.42	0.42			0.42
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.42	0.42			0.42
TOTAL ESTIMATED QUANTITIES (CONTRACT)	17410 CY	5325 T			2350 T
TOTAL QUANTITIES CORRECTED TO DATE	17359 CY	7752 T			1840 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	17359 CY	7752 T			1840 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work
TUESDAY	No work
WEDNESDAY	No work
THURSDAY	No work
FRIDAY	No work
SATURDAY	x

REMARKS

STATUS: Third Notification was issued on April 11, 1986

PROJECT COMPLETED

FINAL REPORT

SIGNED [illegible] Alva D. Vohland
ALVA D. VOHLAND, Project Manager
LOCATION Corvallis

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

EIVED
HWY ENGR
MAY 06 '86
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | [illegible] | File

by 5/7

REGION NO. 10	REPORT NO. 2	COUNTY Linn	DIVISION Oregon

IN COMPANY WITH
Ken Husby, Alva Vohland and Tony Mandich; OSHD

DATE OF INSPECTION 4/18/86	INSPECTION MADE BY W. H. Kappus, Area Engineer	PROJECT NO. F-HES-21(20)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

NOTED
W. E. SCHWARTZ

SHEEP CREEK RIDGE
SOUTH SANTIAM HIGHWAY
Grading, Drainage and Paving

This project provided for the correction of an old embankment failure which allowed for returning the roadway to its original alignment thereby eliminating a very hazardous curve.

The contract work was awarded to Gilbert Pacific Corp. on September 4, 1984. Work started September 20, 1984 and was substantially completed September 17, 1985. On October 8, 1985, at the final inspection of the completed work, several large cracks in the embankment were discovered. These cracks, which had developed since the work had been completed September 17, were located behind the guardrail and had not developed in the paved roadway. A Geotechnical review was performed and an extra work order was initiated for corrective work. This work consisted of removing approximately three feet of common material from the slopes in the failed area and replacing it with a three foot thick rock blanket. This work was completed in October of 1985. The slope was monitored through the winter and has proven to be stable.

Final project costs overran by approximately 40%. While most of this overrun resulted from the slope stabilization work, overruns also occurred in ditch excavation, filter rock, and aggregate base. No contract claims are anticipated.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

Form FHWA-1446A
(Rev. 2-84)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

March 4, 1986

In Reply Refer To
File No: C09884

Leonard L. Lucero
District Ranger
Sweet Home Ranger District
4431 Highway 20
Sweet Home, OR 97386

RE: Sheep Creek Ridge Section
South Santiam Highway

Dear Mr. Lucero:

This is in response to your February 19, 1986, letter to the State Highway Engineer regarding the subject project.

We look forward to working with you to improve communications between our offices. Our primary contact for upcoming Highway 20 projects within the Sweet Home Ranger District is Ken Husby, Region 2 Construction Engineer, 2960 State Street, Salem, Oregon, 97310, phone 378-2626. Ken will meet with you at 9:00 a.m. on March 10, 1986, at your conference room in Sweet Home.

We fully intend to require our contractor to restore the stream bed to original condition as soon as conditions permit--I suggest discussing this at the March 10 meeting.

Sincerely,

William Anhorn
Region Engineer

NOTED
W. E. SCHWARTZ

RECEIVED
STAT. HWY ENGR
MAR 5 '86
REFER TO
FOR
Info Invest R/D D/R Sign Act File

cc: W. E. Schwartz
A. Vohland

0303J1

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Sweet Home Ranger District
4431 Hwy 20
Sweet Home, OR 97386

2450
02/19/86

Mr. H.S. Coulter
State Highway Engineer
Dept. of Transportation/Transportation Building
Salem, OR 97310

Dear Mr. Coulter,

RE: Your Sheep Creek Ridge Project
Our Special Use Permit Issued 06/14/85

We have reviewed your completed work under this contract and Special Use Permit. In respect to the National Forest Lands affected by this project, all work has been completed to our satisfication. We would have perferred to have the stream bed (of the stream at the intersection of Highway 20 and our Sheep Creek Road) restored to original condition, but we do not want it worked on at this time of year. We did point out the need for this restoration during construction, but our request was not acted on. We will accept it as it is now and do the needed restoration ourselves in late summer.

In the future, in order to avoid the communications and coordination problems we have experienced with this and similar projects along Highway 20, we have a proposal. We propose that Tom Albert our Road Systems Manager be our primary contact for you for all future Highway 20 projects thru National Forest Land administered by the Sweet Home Ranger District.

We also propose that you designate someone in your organization to serve in the same capacity. Tom and I are available at 0900 on March 10, 1986 to discuss this with you. I propose we meet at this time at our Engineering Zone Conference Room at 3031 Main St., Sweet Home, OR. If this time and place is not convenient, please call Tom at 367-5111.

Sincerely,

Douglas C [illegible]
For
LEONARD L. LUCERO
District Ranger

cc: Paul Meyers
Assistant Project Manager
Oregon State Highway Division
3400 Spicer Road S.E.
Albany, OR 97321

cc: Tom Albert, Saz

WES D/R
orig to
2/21

RECEIVED
STATE HWY ENGR
FEB 20 '86
REFER TO
Anhorn
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 5

DATE: November 7, 1985

TO: Oregon Transportation Commission

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Sheep Creek Ridge Section
South Santiam Highway, Linn County
Contract No. 9884

This federal aid grading and paving project has been completed and it is apparent that the final cost will exceed the project authorization by $108,500 or 20 percent.

The main cause of the overrun is an increase in slide correction costs above that anticipated when the contract was awarded. The material on the outside of the fill slopes was observed to be settling while the interior portion of the fill appears to be stable. In order to prevent loss of support of the guardrail and paved shoulder, it was necessary to remove the soft material on the outside of the slopes and replace it with a buttress of stone embankment material three feet thick. This work added approximately $80,000 to the cost of the project.

Construction engineering charges have overrun due to the necessity to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $108,500 to a new total of $654,549.64. This matter will be on the consent calendar for the November 18 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 7, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Sheep Creek Ridge Section
South Santiam Highway, Linn County
Contract No. 9884

This federal aid grading and paving project has been completed and it is apparent that the final cost will exceed the project authorization by $108,500 or 20 percent.

The main cause of the overrun is an increase in slide correction costs above that anticipated when the contract was awarded. The material on the outside of the fill slopes was observed to be settling while the interior portion of the fill appears to be stable. In order to prevent loss of support of the guardrail and paved shoulder, it was necessary to remove the soft material on the outside of the slopes and replace it with a buttress of stone embankment material three feet thick. This work added approximately $80,000 to the cost of the project.

Construction engineering charges have overrun due to the necessity to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $108,500. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: W. G. Anhorn
A. D. Vohland
B. M. Walton
D. L. Trout

81-125-1387

9884

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:
CON 5
9884

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Bruce M. Walton
for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-HES-21-2(20)

Contract 9884, Work Completed September 17, 1985

Project Sheep Creek Ridge

Highway Santiam

County Linn

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Apr. 28, 1986

G. K. Hossner
for Dale E. Wilken
Division Administrator

CEIVED
HWY ENGR
JUN - 2 '86
REFER TO
Info | Inves | R/D

BMW:11

cc: L. Rulien
C. O. Fredrickson
William Anhorn
B. M. Walton

NOTED
LARRY RULIEN

CPC/FL4

RECEIVED
MAY 16 198
OREGON DIVISION

September 25, 1984

Gilbert Pacific Corp.
P. O. Box 147
Washougal, WA 98671

CON 5

#9884

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 9884 for work on the Sheep Creek Ridge Section of the Santiam Highway in Linn County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Enclosure

bc:
C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
D. O. Christenson
Jack Martin

cc: The Aetna Casualty and Surety Company
Bond Department
200 Market Bldg., Suite 1300
200 S. W. Market Street
Portland, OR 97201

GILBERT PACIFIC CORP.

141 'A' Street
P. O. Box 147
Washougal, Washington 98671
(206) 835-8544

HOME OFFICE:
Gilbert Constructors, Inc.
P. O. Box 31032
Omaha, Nebraska 68131

August 28, 1984

State of Oregon
Department of Transportation
Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

RE: Documentation of DBE/WBE participation on Sheep Creek Ridge, Linn County

In accordance with the special provisions of the above referenced project, the following is a list of DBE/WBE companies together with the bid items and dollar amounts that we will utilize in the construction of this work:

DBE Company	Item No.	Amount	Total
Arrow Bros Corp.	23	$20,275.00	
	24	325.00	
	25	825.00	
	26	85.00	
Total DBE	29	840.00	$22,350.00
WBE Companies			
N.W. Hydromulchers	30	$1,930.00	$1,930.00
The Lady's Construction, Co.	3	2,170.00	
	4	540.00	
	5	468.00	$3,178.00
Total WBE			$5,108.00

All of the above companies will be performing a commercially useful function on this contract. Your review and approval of these DBE/WBE companies as subcontractors on our project would be appreciated.

Yours truly,

GILBERT PACIFIC CORP.

Michael O'Leary
President

MO'L/ek
pc: File

RECEIVED
AUG 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6-2

Date: August 29, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Sheep Creek Ridge Section
Santiam Highway
Linn County
Contract Award

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on August 23, 1984 with Gilbert Pacific Corporation submitting the low bid in the amount of $447,001.00. The low bid is $66,173.00 or 17.3% over our Engineer's estimate of $380,828.00. Three other bids were received in the amounts of $480,996.00, $483,518.50 and $506,783.00.

Our Engineer's have reviewed the contractors bid prices and recommend the low bid be accepted. Enclosed is a copy of Mr. Warren Richard's memo of August 24, 1984 which provide information relative to adjustments in the Engineer's estimate which reflect a 3% difference between the revised estimate and the low bid received.

I feel it is in the public interest to accept the low bid since it is not likely that a lower proposal would be received with another advertising for bids.

Federal Highway Administration endorsement

Date ______________________________
Tentative concurrence

Dale E. Wilken
Division Administrator

CL:me
cc: H. Richards
General Files

9444 **SC** 1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-21-2(20)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40109

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 3 '84
REFER TO Potter
FOR

Info	Inve	R/D	D/R	Sign	Act

Orig to 8/3

7. DATE AUTHORIZATION EFFECTIVE 8-1-84

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 16

10. GENERAL LOCATION:

Sheep Creek Ridge (MP 58.3) Section

11. GENERAL DESCRIPTION OF WORK

Grade and Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 7-20-84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 7-30-84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $470,942 Federal Funds $418,835.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 8/1/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

2-1902

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: L. E. George
TRAFFIC ENGINEER

DATE: July 4, 1984

ORIGINAL SIGNED
FROM: DUANE O. CHRISTENSEN
Duane O. Christensen
REGION 2 ENGINEER

SUBJECT: Truck Routing of Traffic
Santiam Highway No. 16

It has come to my attention that the Sheep Creek Ridge Section has been delayed and contracting will probably occur late this season with completion occurring next year.

Due to the truck accidents at this location on the sharp curve, it would seem advisable to notify trucking firms to reroute their trucks over the North Santiam Highway if they are heading to points north and over the Clear Lake-Belknap Springs and McKenzie Highway if headed to points south. This would minimize the trucks on Santiam Highway and reduce the accident potential at this site.

I understand that this can be done if we can alert the truck dispatchers through the appropriate trucking organizations.

Would you please consider this request and if you agree, please take necessary action to contact the appropriate organizations.

DOC/rgb

cc: W. E. Schwartz
J. H. Versteeg

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 6 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: April 2, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Sheep Creek Ridge Section Santiam Highway MP 58.3

Region 2 has requested that Title II HES funds be added to the subject project. The accident history at the subject location does not justify funding the entire project cost with Title II funds. It is proposed that a lum sum of $200,000 of HES funds be used to supplement the total project cost.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Sheep Creek Ridge Sect. Santiam Highway Linn County	$200,000* *HES portion	$180,000*	$20,000*

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. GEORGE - TRAFFIC ENGINEER

Orig to [illegible] by [illegible] [illegible]
File
4/6/84

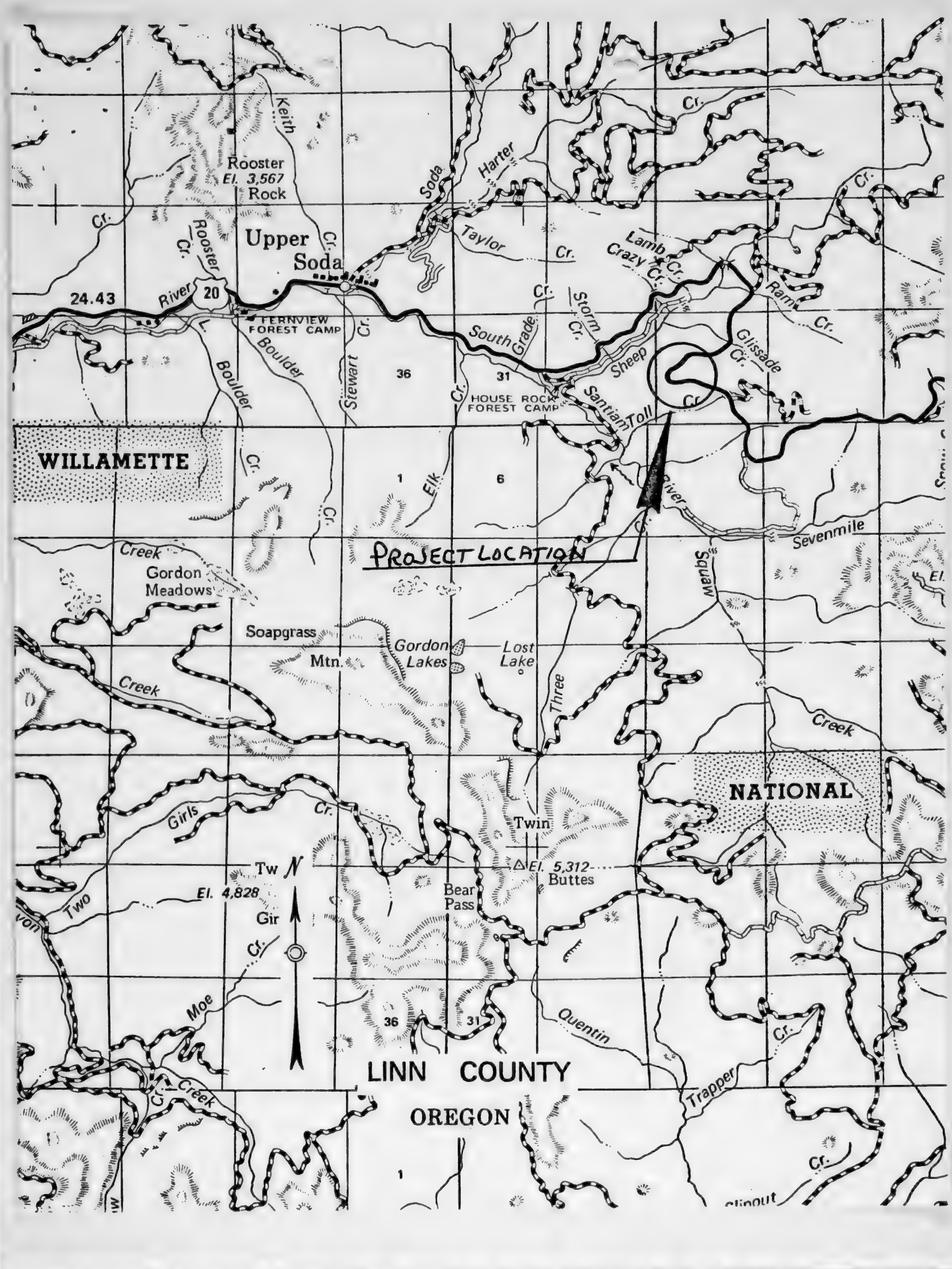
RECEIVED
STATE HWY ENGR
APR 5 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPROVED:

H S Coulter
State Highway Engineer

DATE: 4-5-84

81-125-1307


Keith
Rooster
El. 3,567
Rock
Upper
Soda
Soda
Harter
Cr.
Taylor
Cr.
Rooster
Cr.
Cr.
Lamb
Crazy
Cr.
Cr.
Cr.
Ram
Cr.
24.43
River
20
FERNVIEW
FOREST CAMP
L.
Boulder
Boulder
Cr.
Stewart
South
Grade
Cr.
Storm
Cr.
Sheep
Glissade
Cr.
36
31
Cr.
HOUSE ROCK
FOREST CAMP
Santiam
Toll
Cr.
WILLAMETTE
Cr.
Cr.
1
Elk
6
River
Sevenmile
PROJECT LOCATION
Creek
Gordon
Meadows
Squaw
El.
Soapgrass
Mtn.
Gordon
Lakes
Lost
Lake
Three
Creek
Creek
NATIONAL
Girls
Cr.
Twin
Tw
N
El. 4,828
El. 5,312
Buttes
Bear
Pass
Two
Gir
Cr.
Moe
36
31
Quentin
Cr.
Creek
Cr.
LINN COUNTY
OREGON
Trapper
1
Cr.
Clinout

9114 2

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-2(16)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40109

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/5/84

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 16

10. GENERAL LOCATION:
Sheep Creek Ridge (M.P. 58.3) Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering G-P-Dr.-Guardrail

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
TEC $52,000
F.F $45,838

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 12/15/83.

RECEIVED
STATE HWY ENGR
JAN 12 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/K | Sign | Act

OMS 1/12

14. DATE 1/5/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

16

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 1567

SECTION Sheep Creek Ridge (M.P. 58.3)

REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 022-1902

DATE 4-21-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$20,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 600
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		4,000
903 LOCAL GOVERNMENT			918 LOCATION		3,000	935 SOILS		3,600
904 CONSULTANT			919 ENGINEERING GRAPHICS		,	936 REGION TRAFFIC		200
905 FINAL DESIGN		4,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1.000
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		500
910 REGION GEOLOGIST		10,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		900	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX

TOTALS	$	$ 52,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

FEDERAL AID PROJECT NUMBER F-21-2(16)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate to reconstruct roadway back to original location from temporary alignment. Work will include grading, paving and drainage.

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer TE
Terpin
Trout
Wakerlig

RECEIVED
JAN 16 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up ..../..../....
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/28/83
RECOMMENDED, REGION ENGINEER X by	DATE 4-26-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 10-27-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1-5-84	

734-1914 (7-82)

PROJECT PROSPECTUS

PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01567

SECTION Sheep Creek Ridge (M.P. 58.3)			REGION 2
STATE HIGHWAY # 16	HIGHWAY NAME Santiam	MILE POST FROM 58.1 TO 58.5	LENGTH 0.4 mi
☐ URBAN ☑ RURAL	CITY	COUNTY Linn	ROAD/STREET NAME
ROUTE # 20	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$52.0 ~~61.8~~	GRADING	(✓)	✓	FILES	(#)
RIGHT OF WAY		$ 0	PAVING	(✓)	✓	ACRES	(#)
ROADWAY	$ 316.0		STRUCTURES	(✓)		RELOCATIONS	(#)
STRUCTURES	$		SIGNING	(✓)	✓	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 23. ~~15.6~~					RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 130.4		DESIGN CATEGORY	(1-7)	4	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 469.4 ~~462.0~~	WORK TYPE	(1-12)	6	☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	521.4	$ ~~523.8~~					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FA	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	N	On Paved Shldr
AVERAGE DAILY TRAFFIC	1,400	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

A section of the existing highway washed out due to saturation of the embankment. This failure occurred about 1955. A temporary roadway was constructed inside the 20° curve and through the failure area. This temporary route is still in use. The geometry of the detour increased the degree of curvature making the curve very sharp. Present curve has 20 MPH suggested speed. Five year accident rate is ~~10.6~~ 7.6 opposed to 1.2 statewide.

PROPOSED SOLUTION

Reconstruct the prior roadway and return the alignment to near the original. Drainage, guardrail and other work will upgrade this section. Reconstructed alignment will reduce the total delta angle.

REQUESTED, REGION ENGINEER x by	DATE 4-26-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Sheep Creek Ridge (M.P. 58.3)

REGION 2

PROJECT JUSTIFICATION

This project would reduce the accident rate for this section. Presently traffic westbound comes downgrade over a stretch of fairly good alignment. At this location the traffic encounters a 20 MPH curve with a large delta angle. The vehicles, especially trucks, brake severely and lose control. Vehicles enter the wrong lane, leave the highway and frequently overturn. The five year accident rate for this section is ~~10.6~~ 1.6 compared to 1.2 statewide.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Sheep Creek Ridge (M.P. 58.3)	REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS		OLD (#) / NEW (#)	

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

UTILITIES (LIST BELOW)

COMPANIES
None

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED	DESIGN STANDARDS
30	AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
				Var 0-2'			12		12			Var 0-2'				
On Shldr				4			12	×	12			4				On Shldr

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class 'B' A.C.	5"	5"			
Aggregate Base	19"				

STRUCTURE DATA

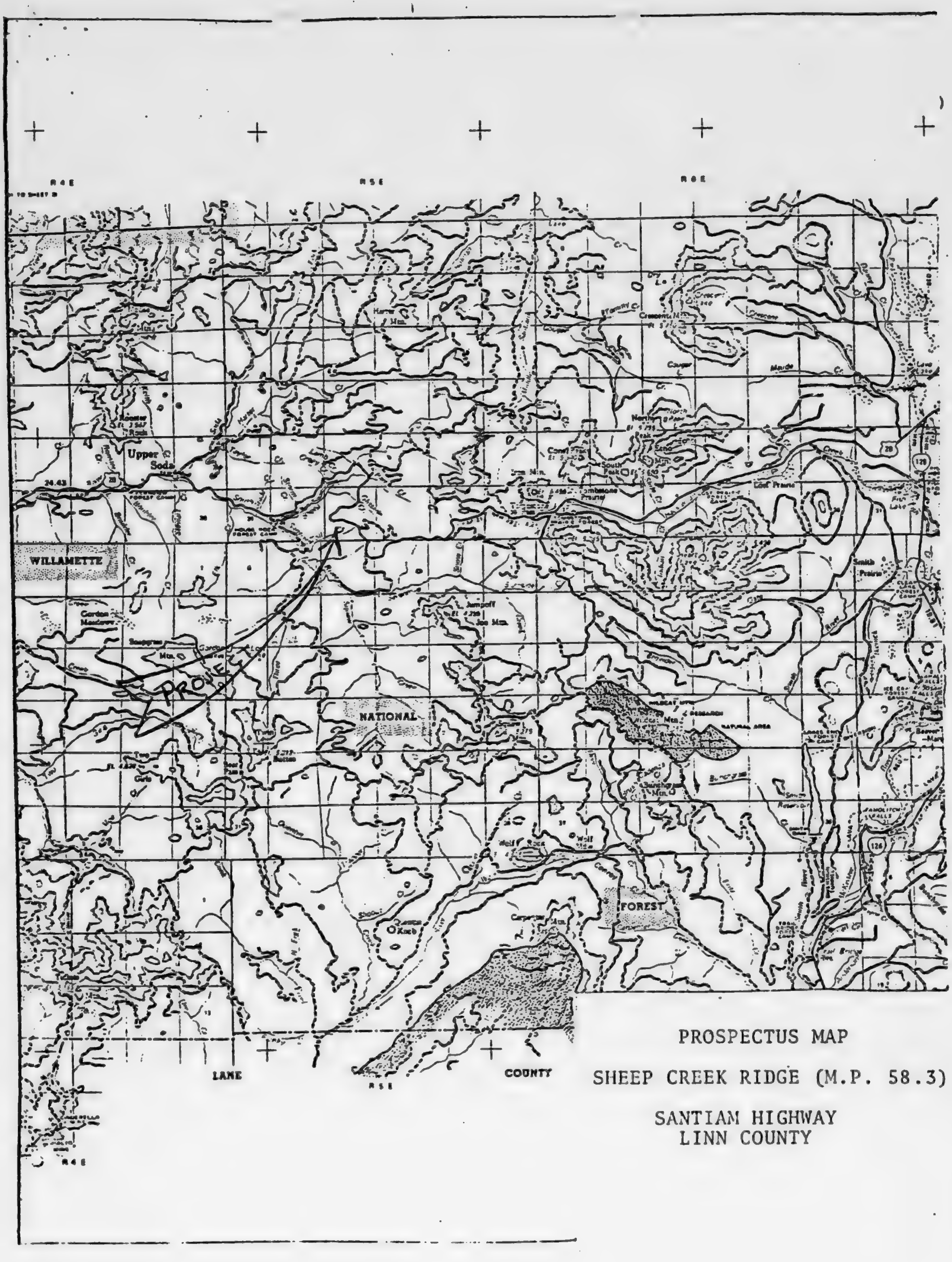
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)


R 4 E
R 5 E
R 6 E
WILLAMETTE
NATIONAL
FOREST
Upper Soda
PROJECT
Jumpoff Joe Mtn.
Tombstone Prairie
South Peak
Iron Mtn.
Crescent Mtn.
Wolf Rock
Carpenter Mtn.
Smith Prairie
Lost Prairie
20
126
LANE
COUNTY
R 5 E
R 4 E

PROSPECTUS MAP

SHEEP CREEK RIDGE (M.P. 58.3)

SANTIAM HIGHWAY
LINN COUNTY

1984 Fawn Cr. Br. Sec., Forest 9885
Hwy. 65 (North Fork Rd.) E. of Salem.
(Grading, paving & structure)

bi cc: OSHD (L. W. RULIEN)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 20	**REPORT NO.** 2	**COUNTY** MARION	**DIVISION** OREGON
DATE OF REPORT 3/21/86	**REPORT MADE BY** BILL KAPPUS, AREA ENGINEER		**PROJECT NO.** FHP-A602(1)
COMPLETION DATE (Actual) 7/31/85	**ACCEPTANCE DATE BY CONRTACT AGENCY** 1/15/86	**TIME ELAPSED** 100 %	**CONTRACT TIME** 7/31/85

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FAWN CREEK BRIDGE
FOREST HIGHWAY 65 (NORTH FORK ROAD)
MARION COUNTY

This project provided for the replacement of a deficient wooden bridge with a modern prestressed concrete slab structure.

The contract work was awarded to Holm II, Inc. Work started 9/17/84 and was completed on time, 7/31/85. There were no major overruns or underruns and no contract claims.

A final inspection of the completed work was made October 13, 1985.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 28 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cy
3/31

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. [illegible] Area Engineer		**SIGNATURE** Original Signed By [illegible] Asst [illegible]	
TITLE AREA ENGINEER	**DATE** MAR 25 1986	**TITLE** FIELD OPERATIONS ENGINEER	**DATE** MAR 26 1986

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
(Rev. 9-84)

January 30, 1986

CON 5
#9885

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Contract No. 9885 awarded to Holm II, Inc. for work on the Fawn Creek Bridge Section of Forest Highway 65 in Marion County was completed on October 10, 1985, and accepted by the State Highway Division on January 15, 1986.

Final payment in the amount of $2,602.37 will be released to the contractor after February 5, 1986. The total contract amount is $102,123.63 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Holm II, Inc.
P.O. Box 453
Stayton, OR 97383

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

9885

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 15, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9885, On Site Work Substantially Completed July 31, 1985

All Work Completed October 10, 1985

Project Fawn Creek Bridge

Highway Forest Highway 65 (N. Fork Rd.)

County Marion

Type of Work Grading, Paving & Structure

Contractor Holm II, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Noted R Gormsen

1-30-86 - Surety letter written.

RECEIVED
JAN 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

70-5 11

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER		State OREGON
PROJECT REPORT NUMBER		County MARION
MODIFICATION NUMBER 1		Project Number FHP-A602(1)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on October 9, 19 84,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 111,700.00	$ 119,000.00
Federal funds	$ 111,700.00	$ 119,000.00
Other revisions		

This modification is made for the following reasons: To include increase in construction cost, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6 th day of November, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 6, 1985

FEDERAL AID PROJECT NO. FHP-A602(1)

FAWN CREEK BRIDGE SECTION
FOREST HWY. 65 (NORTH FORK RD.)
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineer	All Required	$ 5,000.00
	TOTAL	$ 5,000.00

TYPE CODE X08D
STRUCTURE (BR. #47C93)

ITEM	UNIT PRICE		ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class C Asphalt Concrete	Ton	$43.00	190	$ 8,170.00	220.82	$ 9,495.26
18" CMP Culvert (PA #1A)	Lin. Ft.	14.00			140	1,960.00
SUBTOTAL				$ 8,170.00		$11,455.26

Increase	$ 3,285.26
SUBTOTAL from Estimate of October 3, 1984	97,478.28
Subtotal	$ 100,763.54
Engineering	13,236.46
Total	$ 114,000.00

Length of Structure ---------------- 0.07 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
PE	$ 5,000.00	$ 5,000.00
Structure	114,000.00	114,000.00
TOTAL	$119,000.00	$119,000.00

Group 1: 100%
Contract No. 9885
Prefix: C09885

RLC:pf

STATE COPY

TO BE COMPLETED BY FHWA	FEDERAL-AID PROJECT AGREEMENT	STATE Oregon
	US Department of Transportation Federal Highway Administration	COUNTY Marion
		PROJECT NO. FHP-A602(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fawn Creek Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-26-84	0.07

OTHER *(Specify)*

FUNDS PRO RATA 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 111,700.00	$ 111,700.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator OCT 9 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon October 3, 1984

Federal Aid Project No. FHP-A602(1)

Fawn Creek Bridge Section
Forest Hwy. 65 (North Fork Rd.)
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required			$ 5,000.00
			Total	$ 5,000.00

Type Code X080
Structure (Br. #47C93)

Mobilization	Lump Sum	All	Lump Sum	$ 6,800.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	800.00
Temporary Signs	Sq. Ft.	192	5.00	960.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	200	15.00	3,000.00
Flaggers	Hour	50	17.50	875.00
ROADWORK				
Clearing and Grubbing	Lump Sum	All	Lump Sum	2,500.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	1,800.00
Temporary Detour and Drainage Structure	Lump Sum	All	Lump Sum	9,500.00
Embankment in Place	Cu. Yd.	225	8.00	1,800.00
Toe Trench Excavation	Cu. Yd.	65	10.00	650.00
Aggregate Base	Ton	460	11.00	5,060.00
Class "C" Asphalt Concrete	Ton	190	43.00	8,170.00
Guard Rail, Type 2A	Lin. Ft.	269	11.12	2,991.28
Guard Rail, Type 3	Lin. Ft.	100	21.00	2,100.00
Guard Rail Anchors, Type 1	Each	3	260.00	780.00
Rail End Pieces, Type C	Each	2	100.00	200.00
Loose Riprap, Class 700	Cu. Yd.	230	25.00	5,750.00

Delineators, Type 2	Each	4	25.00	100.00
Delineators, Type 4	Each	8	16.00	128.00
ALT. "A"				
Bridge Removal Work	Lump Sum	All	Lump Sum	2,000.00
Structure Excavation	Cu. Yd.	55	8.00	440.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	500.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	10,365.00
Furnish HP 12X53 Steel Piling	Lin. Ft.	340	5.00	1,700.00
Drive Steel Piles	Lin. Ft.	340	1.00	340.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	3,800.00
Reinforcement	Lump Sum	All	Lump Sum	1,600.00
4'x35'/40' Prestressed Slabs	Each	7	2,707.00	18,949.00
Metal Rail with Tubing	Lin. Ft.	88	40.00	3,520.00
				$ 97,178.28

Anticipated Items

Roadside Seeding & Mulching	All Required		$ 300.00
		Subtotal	$ 97,478.28
		Engineering	9,221.72
		Total	$ 106,700.00

Length of Structure 0.07 mi.

Summary of Funds

Description	Total Cost	Federal Funds
P.E.	$ 5,000.00	$ 5,000.00
Structure	106,700.00	106,700.00
Total	$ 111,700.00	$ 111,700.00

Group 1 100%
Contract No. 9885
Prefix: 524-8266

CL:bkb

September 21, 1984

Marion County Board of Commissioners
Courthouse
Salem, OR 97301

AGR 4-2

Attention: Al Davidson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Fawn Creek Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report this action for your official records:

1) Grant of Access to Ralph E. and Doris V. Dodson at Station 704+82 on the west side of The Dalles-California Highway in Deschutes County for a consideration of $2,500 unrestricted as to use. File 18008. (Right of Way)

2) Interagency personal service contract with Oregon State University, Transportation Reseach Institute, to review and evaluate the asphalt mix design procedures at an estimated cost of $7,400 with the total cost not to exceed $10,000. Professor R. G. Hicks from the University will be assigned by the Transportation Reseach Institute to conduct the study. (Authorize State Highway Engineer to sign the contract.)

3) Agreement with Marion County providing for design and construction of Fawn Creek Bridge, a Forest Highway Bridge. Marion County will provide all preliminary engineering and construction engineering and maintain the facility after construction. The State will advertise, award and monitor the project and process all billings.

RECEIVED
STATE HWY ENGR
SEP 19 '84
REFER TO
FOR

Dated this 4 day of September, 1984

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
DATE 8/28/84

t

September 17, 1984

Holm II, Inc.
P. O. Box 453
Stayton, OR 97383

CON 5

#9885

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9885 for work on the Fawn Creek Bridge Section of Forest Highway 65, (North Fork Road) in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

elp

Enclosure

cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
D. O. Christensen
Phil Stearns

LINDA HOLM, President
DENNIS HOLM, Vice President

HOLM II, INC.
General Contractors – Bridge Construction
WOMAN OWNED
P.O. Box 453 ● Stayton, Oregon 97383 ● (503) 769-2649

August 28, 1984

Robert Gormsen
Commission Services
Room 121
Transportation Bldg.
Salem, Oregon 97310

Re: Fawn Creek Bridge Section
Marion County
Bid Date: August 23, 1984
DBE Goals

Listed below is the DBE firm that Holm II, Inc. will use to meet the subcontracting DBE goals for the above referenced:

J & J Fencing, Inc.
694 N. 34th St.
Springfield, Oregon 97477

Bid Item	Extended Amount
1 Mobilization	900.00
13 Guardrail	2,991.28
14 Guardrail	2,100.00
15 Guardrail Anchors	780.00
16 Rail End Pieces	200.00
18 Delineators	100.00
19 Delineators, T 4	128.00
29 Metal Rail (supply)	2,640.00
	$9,839.28

RECEIVED
AUG 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Respectfully submitted,

Linda Holm

Linda Holm
President

EQUAL OPPORTUNITY EMPLOYER

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

1

TO: FILES

DATE: September 5, 1984

Original Signed By
Wayne F. Cobine

FROM: Wayne F. Cobine
Federal Aid Engineer

SUBJECT: Fawn Creek Bridge Section
Forest Highway #65 (North Fork Road)
Marion County

On September 4, I telephoned Marion County Department of Public Works and discussed with Willis Worcester the bids received on August 23 for the subject project. I asked Mr. Worcester if he had been contacted after the bid opening concerning the 3 bids on the project and if they had reviewed the bids and were ready to make acceptance of the low bid.

He indicated that he had not received any such call from this office, but would take the bids to the Director of Public Works and converse with him. Later I received a telephone call from Mr. Worcester and he gave verbal acceptance of the low bid and bidder on the project and advised concurrence in the award to Holm II Inc.

WFC:pf

cc: Gary A. Potter
Frank Terpin
Bob Gormsen
David Battee

G...

FORM PR-2FH
(REV 6-66)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FORREST HIGHWAY PROJECT AGREEMENT
(PPM 25-4)

STATE: Oregon
COUNTY: Marion
PROJECT NO.: FH 65-1(2)

This Agreement is entered into between the undersigned parties pursuant to the provision of 23 U.S.C. 204, and the Forest Highway Regulations issued thereunder jointly by the Secretary of Commerce and the Secretary of Agriculture, and in accordance with the terms of the Forest Highway Cooperative Agreement.

FOREST: Willamette National Forest
FOREST HIGHWAY ROUTE NO.: 65
PROJECT TERMINI: 13.9 miles east of Jct. with SR 22
PROJECT LENGTH (Miles): 0.01
KIND OF WORK: Bridge replacement.
AGENCY TO PERFORM WORK: ☐ ☒ COOPERATOR

ESTIMATED COST OF PROJECT	FUNDS PROVIDED BY THIS AGREEMENT		
	COOPERATIVE [1]		FEDERAL [2]
	AMOUNT	BASIS OF PAYMENT	AMOUNT
$100,000.00	$	☐ ADVANCE ☐ REIMBURSEMENT ☐ OTHER	$100,000.00

[1] Entries may be omitted if cooperator performs work and assumes cost not covered by Federal funds.
[2] No entry to be made if work is to be performed by Public Roads.

SPECIAL PROVISIONS

1. Marion County and the Federal Highway Administration (FHWA) agree that Marion County will administer the construction of Project FH 65-1(2), Fawn Creek Bridge.
2. The FHWA agrees to obligate Forest Highway Funds in the amount of $100,000.00 for Project FH 65-1(2). This amount will not be exceeded without approval by the Western Direct Federal Division Engineer.
3. This project will be constructed under Federal Aid procedures determined by the FHWA Oregon Division. Requests for appropriate project approvals and acceptance shall be sent to the FHWA Oregon Division.

This Agreement shall be effective as of the 30 th day of July, 19 84.

Marion County
(Name of Cooperator)
By x Randall Franke
Title x Chairman, Board of Commissioners
By
Title Commissioner
By
Title Commissioner

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
By
Title for DALE E. WILKEN
Division Administrator

OREGON STATE HIGHWAY DIVISION
By Gary A. Potter
Manager, Program Section
For: H. S. Coulter, P.E.
State Highway Engineer

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

GPO 940-684

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FOREST HIGHWAY PROJECT AGREEMENT

(PPM 25-4)

STATE: Oregon
COUNTY: Marion
PROJECT NO.: FH 65-1(2)
EFFECTIVE DATE:

The Forest Highway Project Agreement for the above-referenced project, entered into between the undersigned parties is hereby modified as follows:

REVISED ESTIMATED COST OF PROJECT	$
REVISED AMOUNT OF COOPERATIVE FUNDS	$
REVISED AMOUNT OF FEDERAL FUNDS	$

OTHER REVISIONS

2. The FHWA agrees to obligate Forest Highway funds in the amount of $100,000 for the construction contract and construction engineering by Marion County and for engineering and administrative assistance to Marion County by the Oregon Department of Transportation (ODOT) in the preliminary engineering and construction phases of this project. Preliminary engineering by Marion County will be at the County's expense.

4. Assistance by ODOT to Marion County will be that normally provided to counties on Federal-aid Secondary projects and may include, but is not limited to, review of structural design, plans, specifications, and estimate; advertisement and award of the construction contract; and contract administration overview. The estimated cost of ODOT's assistance to the County is $5,000.00. ODOT may bill the FHWA directly for this work.

All other terms and conditions of said Forest Highway Project Agreement will remain in full force and effect. This Modification shall be effective as of the 30th day of July, 19 84.

NAME OF COOPERATOR: Marion County
BY: Gary Heer
TITLE: Acting Chairman 7-25-84
BY:
TITLE: Oregon Department of Transportation
BY: Gary L. Potter
TITLE: Manager, Program Section

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Oregon Division
BY:
TITLE: DALE E. WILKEN
for Division Administrat

Form PR-2AFH
(Rev. 5-73)

Previous Editions Are Obsolete

9335

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
ENV 3

July 27, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Environmental Classification Request
Fawn Creek Bridge #16742
North Fork Road
Marion County
FHP-602(1)
FHP-A602(1)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council of Environmental Quality guidelines. Your concurrence is requested.

Very truly yours

for Cambell M. Gilmour, Manager
Environmental Section

CMG:dm

Attachments (4)

8/2/84

ENVIRONMENTAL SECTION
August 8, 1984

cc:
J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Uni
Norm Davis
Ron Noble
General Files
D. O. Christensen
Rick Sjolander
William Fretwell
John Gunter
Don Keyes (8)

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02559

SECTION Fawn Creek Bridge #16742

REGION 2

ESTIMATED RIGHT-OF-WAY IMPACTS

A temporary construction easement of approximately 0.08 acre will be sought from the BLM. The easement is needed to provide for traffic passage of the construction site.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact; consistent.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The proposed replacement would improve load capacity and safety for log truck traffic.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Approximately 75 cubic yards (3'x14'x50') of riprap will be needed under each end of the bridge; only the toes of the blankets will encroach into the normal flow channel.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

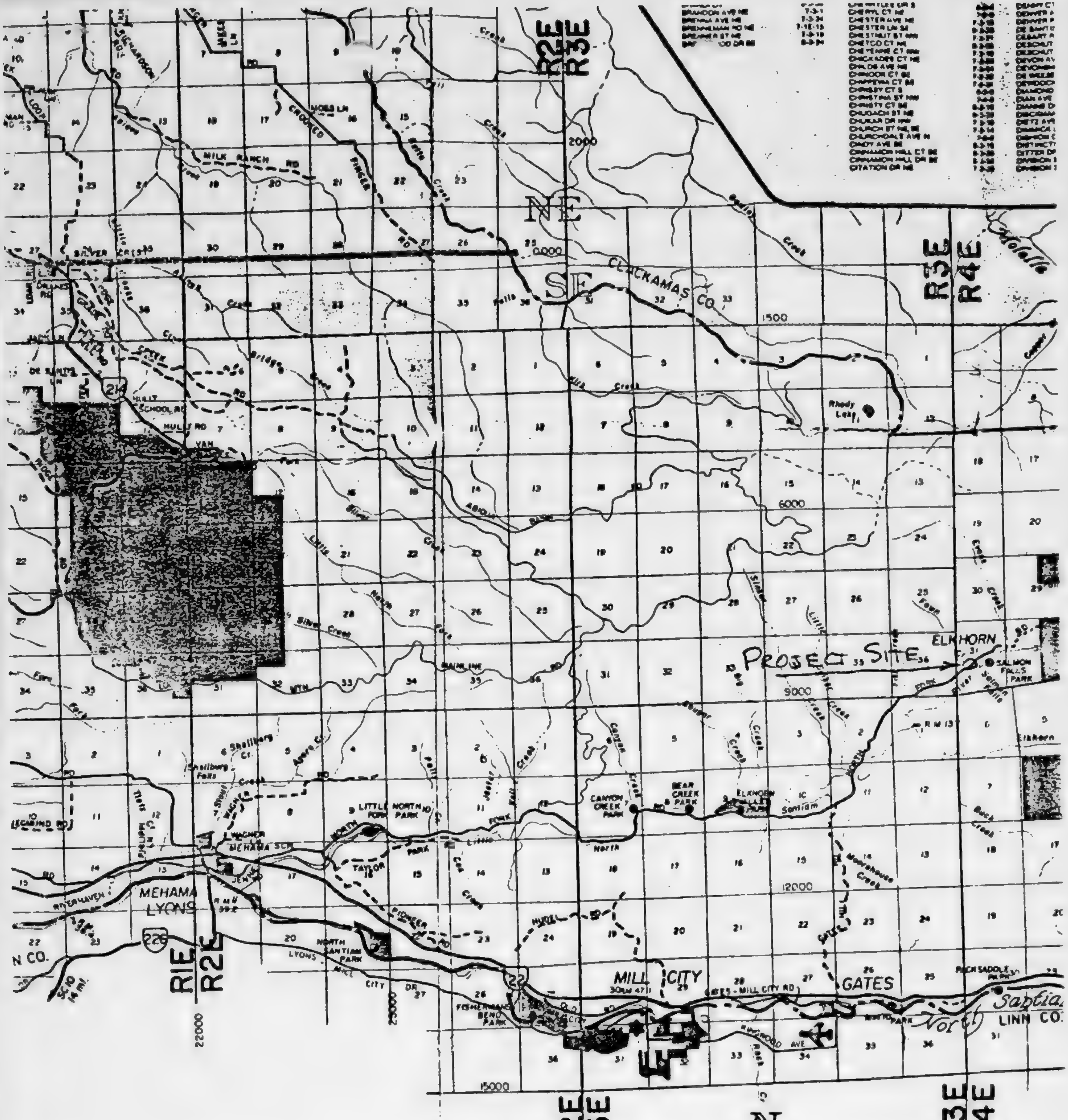
The project is a simple bridge replacement, in situ, without potential for significant impacts.

OTHER DOCUMENTATION

Division of State Lands
Corps of Engineers

Note: Both applications submitted.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Phillip O. Stearns	378-2626	AUG 2 1984


R2E
R3E
NE
SE
CLACKAMAS CO.
R3E
R4E
MILK RANCH RD
Crooked Finger Rd
Silver Creek
Abiqua Creek
Rhody Lake
ELKHORN
SALMON FALLS PARK
MAINLINE
Shellburg Falls
Little North Fork Park
Canyon Creek Park
Bear Creek Park
Elkhorn Valley Park
Santiam
Taylor Park
Wagner
Mehama Sch.
MEHAMA
LYONS
Riverhaven
Pioneer Rd
226
22
214
North Santiam Park
Lyons - Mill City Dr
Fishermans Bend Park
MILL CITY
Gates - Mill City Rd
GATES
Packsaddle Park
Santiam
North
LINN CO.
N CO.
Scio 14 mi.
R1E
R2E
R2E
R3E
R3E
R4E
1500
2000
6000
9000
12000
15000
22000
28000
34000

PROJECT SITE

N COUNTY

02559

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1 FEDERAL-AID PROJECT NO 1
FHP-A602(1)

2 STATE PROJECT NO
See below

2A COUNTY NAME
Marion

3 FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4 PROGRAM NO

5 ITEM NO
40247

6 TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 27 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
7/27

7 DATE AUTHORIZATION EFFECTIVE	8 FEDERAL ROUTE NUMBER	9 STATE ROUTE NUMBER
7-20-84	Secondary A602 and FHP-65	County Road

10 GENERAL LOCATION
Fawn Creek Bridge Section (FHP-65-1(2))

11 GENERAL DESCRIPTION OF WORK
Preliminary Engineering and Advertise for Bids

12 YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Limited to $5,000 Federal funds
☐ ACQUISITION OF RIGHT OF WAY
☒ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☐ OTHER (Specify)

13 REMARKS

As requested in Mr. Potter's letters of 7-16-84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total cost of Federal Funds $95,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approbed, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 7-16-84 that provisions of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14 DATE	15 SIGNATURE OF APPROVING OFFICIAL	16 TITLE
7/26/84	G. K. H	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Don Trout

FROM: DIVISION OF STATE LANDS

Marion County
Bridge Replacement
Fawn Creek
Marion County

This is a County project. DLT

PRELIMINARY
ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 4014

1. This permit authorizes the removal of approximately 95 cubic yards of material, the placement of approx. 200 cubic yards of embankment material, and the placement of approx. 300 cubic yards of rock riprap in Section 31, T8S, R4E (Fawn Creek) in conjunction with bridge replacement project as outlined in the attached permit application, map and drawings .
2. Turbidity increase shall be limited to 10% increase above background as measured 100 feet below project.
3. Waste materials and spoils shall be placed above the bankline.
4. Piers, spans and other rubble from demolition of old bridge shall not be disposed of on the bed or banks of any waters of this state without prior approval of the Division of State Lands.
5. There shall be no operation of equipment in the active flowing stream.
6. The stream may be diverted around the construction site and shall be returned to the original channel at project's completion.
7. Only clean, erosion resistant rock from an upland source shall be used as riprap. No broken concrete or asphalt shall be used as riprap.
8. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.
9. All riprap rock shall be placed from above the bankline.
10. The completed bankline shall be sloped as depicted in the attached permit drawings.
11. Areas of streambank disturbance not covered by riprap shall be seeded or planted with grass and/or legumes.
12. No fresh concrete shall come in contact with the active flowing stream.
13. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

July 20, 1984

___ Versteeg ___
___ Anderson ___
cy Adams ___
cy Macnab ___
___ Edwards ___
cy Terpin ___
___ Trout ___
___ Wakerlig ___

RECEIVED
JUL 24 1984
ROAD DESIGN SECTION

Do Not File
Return to ___
Bring Up ___/___/___
Action ___

DM 7/25

cy Environ
cy Bridge

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 16, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

Subject: Project Data Submission
Item No. 40247
Project No. FHP-A602(1)
Fawn Creek Bridge Section
Little N. Fork Santiam River Co. Rd. (FH-65)
Marion County

Attached support data consists of PR-1 forms and project map for the subject project.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $100,000 with an obligation of $100,000 in Federal Funds in accordance with Oregon's approved Certification Acceptance Plan.

Also, attached are three copies of the "Forest Highway Project Agreement" signed by County and State officials and a copy of the right-of-way status report.

JLG:me
Attachments
cc: D.O. Christensen
General Files

Form 734-3122

1984 Umatilla R. Br. Sec, McNary 9886
Hwy. (I-82) S. of Umatilla.
(structures)

9886

J

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5 273		State Oregon
PROJECT REPORT NUMBER		County Umatilla
MODIFICATION NUMBER		Project Number I-82-1(5)001

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-15-89

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 9, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,586,893.00	$ 3,435,083.00
Federal funds	$ 3,307,832.00	$ 3,167,833.00
Other revisions		

This modification is made for the following reasons: To deobligate Appn Code 042 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of MAY, 19 '89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

XBX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 1, 1989

Federal-aid Project No. I-82-1(5)001

Umatilla River Bridge Section
McNary Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X981
Structures #16443 and #16444

Subtotal from previous estimate of Oct. 1, 1984	$ 3,178,350.00
Decrease in Construction Costs	(140,560.00)
Subtotal	$ 3,037,790.00
Engineering	397,293.00
Total	$ 3,435,083.00

Length of Structures ---------------- 0.192 mi.

Items retained in reserve were not used on this project.

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Structures	$ 3,435,083.00	$ 3,167,833.00	$ 267,250.00
Total	$ 3,435,083.00	$ 3,167,833.00	$ 267,250.00

Appn Code: 042
Subjob 010 = 0%; Subjob 011 = 0%
Contract No. 9886
Prefix: C630-1960 (P.E.)
C630-1003

DCN:bkw

1886

STATE COPY

TO BE COMPLETED BY FHWA 10-83	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY UMATILLA PROJECT NO. I-82-1(5)01

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Umatilla River Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-1-84	0.192
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 3,586,893.00	FEDERAL FUNDS $ 3,307,832.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Potter

Manager, Program Section
(Title)

FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 1 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 1, 1984

FEDERAL AID PROJECT NO. I-82-1(5)01

UMATILLA RIVER BRIDGE SECTION
McNARY HIGHWAY
UMATILLA COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X981
STRUCTURE # 16443 & 16444

Mobilization	Lump Sum	All	Lump Sum	$ 50,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	--	2,000.00
Flaggers	Hour	1,000	$ 1~~1~~5.00	15,000.00
BRIDGE NO. 16443				
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	6,00.000
Structure Excavation	Cu. Yd.	1,800	15.00	27,000.00
Structure Excavation Below Elevations Shown	Cu. Yd.	180	5.00	900.00
Special Wall Backfill	Cu. Yd.	150	15.00	2,250.00
Structural Concrete, Class 3300 (870 C.Y.)	Lump Sum	All	Lump Sum	180,000.00
Structural Concrete, Class 4000 (823 C.Y.)	Lump Sum	All	Lump Sum	140,000.00
Structural Concrete, Class 4500 (1199 C.Y.)	Lump Sum	All	Lump Sum	120,000.00
Expansion Joint, Double Strip Seal	Lin. Ft.	90	655.00	58,950.00
Reinforcement	Lump Sum	All	Lump Sum	125,000.00
Coated Reinforcement	Lump Sum	All	Lump Sum	65,000.00
100'/105' Bulb Tee Prestressed Beams	Each	30	10,000.00	300,000.00
125'/130' Bulb Tee Prestressed Beams	Each	24	12,500.00	300,000.00
130'/135' Bulb Tee Prestressed Beams	Each	8	12,750.00	102,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	193	60.00	11,580.00
Bearing Devices, Bent 1	Each	6	825.00	4,950.00
Bearing Devices, Bent 2	Each	12	825.00	9,900.00
Bearing Devices, Bent 9	Each	14	825.00	11,550.00
Bearing Devices, Bent 10	Each	8	825.00	6,600.00

Concrete Bridge Rail	Lin. Ft.	2,118	40.00	84,720.00
8-inch Drain Pipe	Lin. Ft.	93	10.00	930.00
Drain Backfill Material	Cu. Yd.	10	15.00	150.00

BRIDGE NO. 16444

Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	6,000.00
Structure Excavation	Cu. Yd.	1,800	15.00	27,000.00
Structure Excavation Below Elevations Shown	Cu. Yd.	180	5.00	900.00
Special Wall Backfill	Cu. Yd.	150	15.00	2,250.00
Structural Concrete, Class 3300 (861 C.Y.)	Lump Sum	All	Lump Sum	180,000.00
Structural Concrete, Class 4000 (804 C.Y.)	Lump Sum	All	Lump Sum	140,000.00
Structural Concrete, Class 4500 (1159 C.Y.)	Lump Sum	All	Lump Sum	115,000.00
Expansion Joint, Double Strip Seal	Lin. Ft.	90	655.00	58,950.00
Reinforcement	Lump Sum	All	Lump Sum	123,000.00
Coated Reinforcement	Lump Sum	All	Lump Sum	65,000.00
100'/105' Bulb Tee Prestressed Beams	Each	36	10,000.00	360,000.00
125'/130' Bulb Tee Prestressed Beams	Each	24	12,500.00	300,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	193	60.00	11,580.00
Bearing Devices, Bent 1	Each	6	825.00	4,950.00
Bearing Devices, Bent 2	Each	12	825.00	9,900.00
Bearing Devices, Bent 9	Each	16	825.00	13,200.00
Bearing Devices, Bent 10	Each	8	825.00	6,600.00
Concrete Bridge Rail	Lin. Ft.	2,054	40.00	82,160.00
8-inch Drain Pipe	Lin. Ft.	93	10.00	930.00
Drain Backfill Material	Cu. Yd.	10	15.00	150.00
				$3,132,050.00

ANTICIPATED ITEMS

Railroad Protective Service	All Required	$ 43,500.00
On the Job Trainees ($0.80 @ 2,000 Hrs.)	All Required	1,600.00
Roadside Seeding & Mulching	All Required	1,200.00
		$ 46,300.00
	SUBTOTAL	$3,178,350.00
	Engineering	397,293.00
	TOTAL	$3,575,643.00

Length of Structure ------------------ 0.192 miles

RETAIN IN RESERVE

Terminal (Brownell) Ditch	All Regu̇ired	$10,000.00
	Engineering	1,250.00
	TOTAL	$11,250.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Structure	$3,575,643.00	$3,297,458.00	$278,185.00
Reserve	11,250.00	10,374.00	876.00
TOTAL	$3,586,893.00	$3,307,832.00	$279,061.00

Group 1: 100%
Contract No. 9886
Prefix: 630-1960 P.E.
Prefix: 630-1003

CL:WH:pf

9886

May 22, 1987

CON 5 - #9886

Safeco Insurance Company
4347 Brooklyn Avenue NE
Seattle, WA 98105

Contract No. 9886 awarded to Max J. Kuney Company for structures on the Umatilla River Bridge Section of the McNary Highway in Umatilla County was completed on December 3, 1986, and accepted by the State Highway Division on May 14, 1987.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 28, 1987.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Max J. Kuney Company
P.O. Box 4008-Station B
Spokane, WA 99202

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Robert D. Hector

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 26, 1986

In Reply Refer to
File No.:
CON 5
9886

TO: Dale Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Umatilla River Bridge
Umatilla River Bridge Section
McNary Highway Umatilla County
Bridges 16443 and 16444
Contract 9886
Oregon Project I-82-1(5)01

NOTED
E. S. HUNTER

An attempt to seal the cracks in the deck on the Southbound bridge has not been successful and we now plan to place a thin deck overlay over the deck.

The estimated cost of this work, including an allowance for engineering and contingencies, is $125,000. This work will be added to the Columbia River Bridge-Old Oregon Trail Section which will be let in 1987.

JMT:krm

~~cc:~~ E. S. Hunter
C. O. Fredrickson
R. D. Hector
D. O. Christensen

RECEIVED
STATE HWY ENGR
DEC 29 '86
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

NOTED
W. E. SCHWARTZ

In Reply Refer to File No.:
CON 5
9886

RECEIVED
STATE HWY ENGR
DEC 19 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE: December 17, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson
C. O. Fredrickson
Construction Engineer

SUBJECT: Oregon Project I-82-1(5)01
Umatilla River Bridge
Contract No. 9886
Umatilla County

An Extra Work Order was written for epoxy to seal the cracks in deck pours 2 and 3 on the S.B. structure, and this has been completed. Cores were taken from the deck and it was determined that approximately 1/8 inch of the crack was sealed at the top. The indication from looking at the sample core is that we have a crack that is very tight at the the top but four inches down, it opens up to approximately 1/8 inch plus.

At the present time Bridge Design is looking at the possibility of a type of overlay on portions at the structure where cracks are present.

Due to the lack of penetration that was achieved with epoxy, the overlay is a must.

The attached November 26 note from Jerry Wimer to Art Louie and Art's December 3 letter to Warren Richards answers the other question in your September 9 letter about the deck pour on July 23.

COF:FL:mk

12153m

cc: W. E. Schwartz
Walt Hart

STATE OF OREGON

INTEROFFICE MEMO

TRAFFIC ENGINEERING SECTION

TRA 7-2

TO: Larry Rulien
State Highway Engineer

DATE: September 23, 1986

FROM. L. E. George
Traffic Engineer

SUBJECT: **Speed Zoning During Construction**
McNary Highway No. 70
City of Umatilla & Umatilla County

In a letter dated September 11, Walt Bartel, District 12 Maintenance Supervisor, requested establishment of a 40 mph regulatory speed zone on the McNary Highway.

The 40 mph speed zone will extend for approximately 1.00 mile from the Oregon-Washington state line to the Columbia River Highway and will be in effect for the duration of the bridge and highway construction.

In consideration of this request, we recommend that the following speed zoning be established on the McNary Highway:

Southbound Traffic

40 mph from the Oregon-Washington state line (M.P. 0.00) to the Columbia River Highway No. 2 (M.P. 1.00). 2/

Northbound Traffic

40 mph from the Oregon-Washington state line (M.P. 0.00) to the Columbia River Highway No. 2 (M.P. 1.00). 2/

2/ Portions of the roadway include entrance ramps, exit ramps and temporary travel lanes.

If you concur with the proposed speed zoning, please approve and forward a copy of this letter to Commission Services for their records. Also, please return an approved copy to this office.

George

L. E. George
Traffic Engineer

orig to
Com. Services
cys
George
Files
9-29

RECEIVED
STATE HWY ENGR
SEP 26 '86
REFER TO
FOR

STATE HIGHWAY ENGINEER
9/29/86

KRB:dc

Attachment

81-125-1367

cc: Commission Services

File

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

September 9, 1986
IN REPLY REFER TO
HBR-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project I-82-1(5)01
Umatilla River Bridge (Contract No. 9886)
McNary Highway
Umatilla County

On August 23, 1986 it became apparent to us that there were more shrinkage cracks than normal in the deck in pours 2 and 3 (cast August 13 & 15) of the Umatilla River Bridge on the McNary Highway. You have indicated that some type of crack sealant will be applied this summer while the weather is appropriate.

Do you intend to complete this work soon? What is the material and how will the work be completed? We are concerned that the season is rapidly coming to an end and any sealing should be accomplished during warm weather, prior to traffic.

Also give us the acceptance criteria for the deck pour of July 23, 1986 with low cylinder breaks.

Sincerely yours,

For Dale E. Wilken
Division Administrator

cc:
OSHD (G. Potter, Program)
OSHD (W. Hart, Bridge)
OSHD (C. Fredrickson)

Orig. to Schwartz TAAJ
9/9 9/9

RECEIVED
STAT. HWY ENGR
SEP 9 '86
REFER TO
Fredrickson-Hart
FOR
✓

9886

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No
CON 5
9886

DATE: August 18, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-82-1(5)01

Contract 9886, Work Completed June 6, 1986

Project Umatilla River Bridge

Highway McNary

County Umatilla

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

L. W. RULIEN

Acceptance Date August 21, 1986

Gerald E. [illegible]

for Dale E. Wilken
Division Administrator

RECEIVED
STAT.. HWY ENGR
AUG 22 '86
REFER TO
FO:
Info Inves R/D

BMW:mk

cc: L. Rulien
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
AUG 19 1986
OREGON DIVISION

734-2023 (2-85)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEI .Y REPORT FOR CONSTRUCTION P JECTS

PROJECT NAME (SECTION) Umatilla River Bridges		WEEK ENDING March 29, 1986
		CONTRACT NO 9886
HIGHWAY McNary	COUNTY Umatilla	F.A. PROJECT NO I-82-1(5)001
CONTRACTOR Max Kuney Co.	KIND OF WORK Structures	DATE OF AWARD Sept. 14, 1984

PROJECT AUTHORIZATION		ENGINEERING		
CURRENT AUTHORIZATION	$ 3,586,893.75	AUTHORIZATION	$ 255,068.00	FIRST NOTIFICATION DATE Oct. 1, 1984
		COST THIS WEEK	$ 00.00	
ESTIMATED PROJECT COST	$ 3,439,196.14	TOTAL TO DATE	$ 231,629.00	ESTIMATED DATE OF COMPLETION, OR Sept. 30, 1986
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN	4.0 %	PERCENT OF AUTHORIZATION	91 %	SECOND NOTIFICATION DATE AND
				ESTIMATED SEMIFINAL SUBMITTAL DATE

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
Fixed Date	9-30-86	All	**	**	Yes

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES						
EST. CORRECTED QUANTITIES						
EST. PERFORMED TO DATE						
PERCENT PERFORMED TO DATE					100%	

ACTIVITIES THIS WEEK:
Semi-Final submitted to Region.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:
None.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):
Overtime this week: None.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) by CL Snell F

Michael J. Gardner

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

I-82-1(5)01

OREGON PROJECT REVIEW ACKNOWLEDGMENT

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

OR 860117-040-4

* * *

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

* * *

Applicant: ODOT

Project Title: Umatilla River Bridge

Date Received: 1/17/86 (start of 30-day review period)

PNRS#: OR860117-040-4 BE SURE TO PLACE THIS NUMBER ON YOUR APPLICATION BEFORE SUBMITTING TO FEDERAL AGENCY.

Your project notice has been assigned the file title and number that appear above. Please use it in correspondence and, if applicable, enter it in Block 3A on the 424 form for the project. IN ADDITION, YOUR PROJECT NOTICE MUST BE SUBMITTED FOR REVIEW TO YOUR LOCAL CLEARINGHOUSE.

* * *

Grant Type: ENVIRONMENTAL ASSESSMENT

* * *

NOTE: Your project was dirculated to the following state agencies:

Historic Preserv.
Fish & Wildlife
Lands

* * *

STATE CLEARINGHOUSE USE ONLY---
State Agency Due Date: 2/ 7/86

CFDA#: 20.000
Amount Requested: $0

County: 30
Amount Funded: $

ENVIRONMENTAL SECTION
January 21, 1986

cc: Larry Rulien
E. S. Hunter
J. B. Boyd
G. A. Potter
Don Trout
D. O. Christensen
W. J. Hart
L. E. George
Bob Pool
Beb Hector
John Preston

jc **STATE COPY** cc: OSHD (Hunter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 5	COUNTY Umatilla	DIVISION Oregon
IN COMPANY WITH M. Gardner, Project Manager; OSHD			
DATE OF INSPECTION August 23, 1985	INSPECTION MADE BY D. B. Carter, Area Engineer	Original Signed by D. B. Carter Area Engr.	PROJECT NO. I-82-1(5)001
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED * %	WORK COMPLETED 79 %

*Specified completion date September 30, 1986

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP - 4 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cy
9/5

UMATILLA RIVER BRIDGE SECTION
MC NARY HIGHWAY
Structures

WORK COMPLETE

Bridge No. 16443	76% complete
Bridge No. 16444	82% complete

WORK IN PROGRESS

Southbound Structure - curing previous deck pours. Preparing for placement of parapet.

Northbound Structures - Assembling deck finishing machine for the first deck pour on this structure. Adjusting steel for this pour. Pouring diaphragms.

COMMENTS

The deck on the southbound structure is now complete. The deck was placed in three pours (July 23, August 13, and August 15). Concrete cylinders representing the first pour indicate a compressive strength below the desired 4500 psi. The water/cement ratio for this pour ranged from 0.328 to 0.377 with a slump of 4 1/4" as noted in the field inspection report dated 7-23-85. The slump measurements were taken at the truck discharge before being pumped to the deck. Checks made between the truck discharge and pump discharge on later pours indicate some loss of slump thru the pumping process. Testing for later pours has been done at both discharge sites.

(Continued)

The mix design was modified after the first pour and a much higher strength has been obtained on Pour No. 2. Strength in pour No. 2 exceeds the desired 4500 psi as evidenced by the 7 day cylinder break which attained a compressive strength of 5765 psi. Pour No. 3 used a similar mix design, and so, high strengths are anticipated for this concrete also. An additive (XR100) was used in the concrete for pours No. 2 and 3. The adequacy of the concrete placed in Pour No. 1 to remain in place is being reviewed by the OSHD bridge section.

Significant shrinkage cracking is exhibited in the deck in pours No. 2 and 3. Project Manager Gardner indicated that all means were taken to provide a wet cure thru the critical curing period on these pours except for a short time during pour No. 2 when a mishap occurred (see below). These cracks will be sealed prior to completion of the project. Further adjustments will be made to the mix design prior to the first pour on the northbound structure in an attempt to eliminate shrinkage cracking. Shrinkage cracking is not present in the first pour; however, lower compressive strengths as noted above were obtained for this concrete.

A worker was killed during deck pour No. 2 as a result of a fall from the northbound structure. The concrete placement for the deck pour on the soutbound structure had been completed and a small quantity of concrete was being placed in diaphragms of the northbound structure. Concrete was being placed using a concrete pump and the person controlling the pump operation was standing on a beam near the placement site when his hard hat blew off. He slipped from the beam while attempting to catch it and fell approximately 60 feet to the rocky river bottom below. This accident is presently being investigated by State personnel having jurisdiction (SAIF), of on site working conditions.

- DBC -

jc **STATE COPY** cc: OSHD (Coulter)

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
AUG - 2 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REGION NO. 10	REPORT NO. 4	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH
Mike Gardner, Dave Harmon, Bob Caseberg; OSHD

DATE OF INSPECTION July 23, 1983	INSPECTION MADE BY H. A. Schell, Division Bridge Engineer	PROJECT NO. I-82-1(6)000 ~~I-83-(5)~~01

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 40 %	WORK COMPLETED 76 %

UMATILLA RIVER BRIDGE
MC NARY HIGHWAY
Structure

NOTED
W. E. SCHWARTZ

This inspection was made to review the first deck pouring operation by this contractor, who normally does work in the state of Washington.

1. All prestressed beams are in place for the deck structure and part of the southbound deck has been poured.

2. Twenty men, 2-5" pumps and, on occasion, a crane with a concrete bucket are pouring the 1st 350 cy southbound deck section of the Umatilla River Bridge.

3. The contractor is pouring the deck with a Bidwell deck screed. Two vibrators are being operated continuously and 4-5 men are spreading the plastic concrete in front of the screed. Screed rails are anchored in the outside beam and have a "lift out" support which remains embedded in the concrete. Practically no bull floating is being done. The concrete is a little wet (5"-slump) (one test), and the mix while a little sandy because of pumping is acceptable according to specifications. Concrete is supplied by ready mix trucks. Cylinder slump, air and volume checks were taken during the pour. There were no slump tests taken on the deck after placement by the pumps. The overall workmanship and control looks good. A water hose is being initially used to wet the deck. Visqueen is being placed on the deck and the deck surface will be flooded. The contractor was not completely ready for the water curing operation. His final installation should be more than adequate. The temperature is in the high 90°'s F. and there is a 10 mph wind.

#########

Form FHWA-1446A

rll

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION

XX☒ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 2	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH
Herb Schell & Dave Carter, FHWA
Chuck Fredrickson & Dave Harmon, OSHD

DATE OF INSPECTION 3/7/85	INSPECTION MADE BY REB R. E. Burkhardt, Asst Bridge Engineer	PROJECT NO. I-82-1(5)001

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 20 %	WORK COMPLETED 31 %

UMATILLA RIVER BRIDGE SECTION
MCNARY HIGHWAY
Structures

This project involves the construction of a 984 foot southbound structure and a 1016 foot northbound structure spanning across the Umatilla River, UPRR, and River Road.

Each structure will accomodate two lanes of traffic with a 6 and 12 foot shoulder. Both structures have 9 spans in 100, 128, or 132 foot lengths incorporating bulb "T" prestressed concrete beams. Morse Bros. is building the 122 bulb "T's" at their Clackamas yard.

Work Completed

Structure #16443 (NB)
Bent #1 and #10 - Both abutments are poured. All of bent #1 and part of bent #10 formwork is removed. Walls appear to be straight and smooth.
Bents #3, 4, 6, 7, 8, and 9 - Complete through crossbeam.

Structure #16444 (SB)
Bent #1 - Formwork removed.
Bent #2 - Column is complete.
Bents #4, 6, 7, 8, and 9 - Complete through crossbeam.
Bent #10 - The formwork started at an earlier date.
No activity at the time of this inspection.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 10 '85
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy
4/11

Form FHWA-1446A
(Rev. 2-84)

Sheetpile shoring for UPRR track at bents #2 and #3 are backfilled.

Work in Progress

Bent #2 northbound crossbeam steel was being tied and forms braced in preparation for p.m. pour. Approximately ¼ inch gaps were noticed between the wood and steel forms. A few of the completed crossbeams were inspected at the steel-wood form interface and found to be finished smooth.

Bent #5 northbound top footing mat being placed and tied in preparation for p.m. footing pour.

Bent #3 southbound crossbeam falsework was being removed.

Bent #5 the contractor was to begin footing excavation in the afternoon.

Comments

The contractor, Max J. Kuney Co., is progressing at a~~t~~ remarkable pace. After he completes the northbound pier and crossbeam at bent #5, the southbound crossbeam at bent #2, and southbound abutment at bent #10 the progression of the job will depend on the delivery of the bulb "T" beams. As of March 15, 57 of the bulb "T's" have been built. Transfer of the beams to a rented storage area in Umatilla has been scheduled to begin on March 25.

rll

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☒ INITIAL INSPECTION
☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH
☐ FINAL INSPECTION

RECEIVED
STATE HWY ENGR
JAN 22 '85
REFER TO Fredrickson
FOR Info Invs R/D D/R Sign Act File

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon
IN COMPANY WITH Mike Gardner, Project Manager, OSHD			
DATE OF INSPECTION 1/8/85	INSPECTION MADE BY D. B. Carter, Area Engineer		PROJECT NO. I-82-1(5)001
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 15 %	WORK COMPLETED 10 %

cy 1/30

Original Signed by
D. B. Carter
Area Engr.

NOTED
W. E. SCHWARTZ

UMATILLA RIVER BRIDGE SECTION
MCNARY HIGHWAY
Structures

This project provides for the construction of a 984 foot southbound structure and a 1016 foot northbound structure spanning across the Umatilla River, UPRR, and River Road.

The contract for this project was awarded on 9/14/84 to Max J. Kuney Company of N 120 Ralph Street, Spokane, Washington 99202 in the amount of $3,132,050. The project has a specified completion date of 9/30/86. Work began on the project 10/1/84.

Work Completed

Structure #16443 (N.B.)	Structure #16444 (S.B.)
Bent #6 complete thru crossbeam	Bent #6 complete thru crossbeam
Bent #7 complete thru crossbeam	Bent #7 complete thru crossbeam
Bent #8 complete thru crossbeam	Bent #8 complete thru crossbeam
Bent #9 complete thru column	Bent #9 complete thru crossbeam
Bent #1 footing	Bent #1 footing

Work in Progress
The contractor was placing footing steel in the Bent No. 10, northbound, abutment.

Comments
The concrete mix designs for this project are based on test data obtained from laboratory reports 84-12226, 84-12227, and 84-12228. The source is number 30-57-5. The computer in the Project

Form **FHWA-1446A**
(Rev. 2-84)

Manager's office is used to generate the mix design and also provides for the adjustments necessary to reflect moisture content in each of the stockpiles. The moisture in the stockpiles is determined by test as often as is necessary.

The batch tickets for Bent No. 6 footing (class 3300) were reviewed and found to be in good order.

Cylinder strength test results were reviewed. The following 28 day compressive strength results were reviewed:

Class 3300

Bent #1	Footing	Bridge #16443	5020, 5150
Bent #7	Footing	Bridge #16444	4645, 4665
Bent #8	Footing	Bridge #16443	5230, 5220, 4850
Bent #6	Footing	Bridge #16443	5660, 5795

Class 4000

Bent #8	Crossbeam	Bridge #16443	6030, 5955
Bent #6	Column	Bridge #16444	5820, 5765

Cold weathering concreting provisions were reviewed and discussed with the Project Manager and were found to be adequate. The forms are being preheated when required and the mixing water is being heated to obtain proper mix temperature.

9 1

STATE OF OREGON **INTEROFFICE MEMO**

RAILROAD & UTILITY UNIT 378-6511 ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: September 12, 1984

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Umatilla River Bridge Section
McNary Highway
Umatilla County
ROW 53630
Project No. I-82-1(5)001
Contract No. 9886
ODOT Agreement No. RR-1158

RAILROAD COMPANIES
FILE No. 1158

Attached is the State's copy of a fully executed Agreement giving the State the right to construct and maintain the two structures over the railroad tracks and right of way on the subject section.

RDT/nv
cc: Wayne Cobine -w/copy (2)
R. D. Hector -w/copy
Mike Gardner - w/copy
Harold Brainerd - w/copy
J. B. Boyd - w/copy
Vern Skoog - w/copy

[illegible]

Contains Recycled Materials

11 9886 1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

September 4, 1984

IN REPLY REFER TO
HDA-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project I-82-1(5)01
Umatilla River Bridge Section

The contract DBE goal assigned by the Oregon State Highway Division for this project, for which bids were opened on August 23, is 0%. The contractor is consequently not required to have any DBE participation in this project, and at this point there is no indication that the contractor has voluntarily committed any such participation.

complete file – 1 [illegible]

Our review of the project, which has a low bid of $3.1 million, indicates that the design and construction features and materials are common to many Oregon bridge projects. The basis for a 0% DBE goal on this project is not evident. We have previously expressed our concern about this matter to Highway Division staff at the PS&E Review stage.

This situation occurs at a time when the FY 1984 cumulative percentage of projects awarded and portions of projects committed to DBE's has dropped below 10% for two consecutive months. With the DBE share now approximately $500,000 short of that needed to reach the 10% goal, it will be very difficult to achieve the 10% goal with the few projects yet to be awarded in the remainder of the fiscal year.

Consequently I am withholding concurrence in the award of this project, pending our receipt of an adequate explanation justifying a 0% DBE goal on this project. As an alternative, you may wish to prepare, and we will consider, a contract change order establishing a reasonable DBE goal for this type of project. We believe that the low bidder will be able to identify portions of the project which can be subcontracted or for which materials can be supplied by DBE's if so directed by the State.

Sincerely yours,

Dale E. Wilken

Dale E. Wilken
Division Administrator

WES
File

cc:
ODOT (Mr Miller, Dir)
OSHD (Mr Schwartz, Asst SHE f/Oper)
OSHD (Mr Potter, Mgr, Pgm Sec)

RECEIVED
STATE HWY ENGR
SEP 6 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

SC

U. S. DEPARTMENT OF TRANSF ATION
FEDERAL HIGHWAY ADMI RATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(5)01

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Divsion

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-1-84

8. FEDERAL ROUTE NUMBER Interstate 82

9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:

Umatilla River Bridge Section

11. GENERAL DESCRIPTION OF WORK

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's 8-1-84 letter you are authorized to proceed with the work covered by the Agreement with Union Pacific Railroad Company approved by the Highway Divison on 7-23-84 at a total estimated cost of $25,896 Federal Funds $23,881.

RECEIVED
STATE HWY ENGR
AUG 13'84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 8/10/84

15. SIGNATURE OF APPROVING OFFICIAL G. K Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 1, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Proposed Railroad Agreement
Project No. I-82-1(5)01
Umatilla River Bridge
McNary Highway
Umatilla County

I request your approval of the enclosed copy of a proposed agreement with the Union Pacific Railroad Company which was approved by the Highway Division on July 23, 1984. The estimated total cost for work by the railroad is $25,896 and the $1,000 cost of the easement rights will be chargeable to Project No. I-82-1(2)00.

I further request, concurrent with authorization, to advertise for bids on the project authorization to proceed with work by the railroad with no increase in obligation of funds.

CL:bkb
cc: R. Trygstad
General Files

Form 734-3122

G886 — SC — 1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(5)001
2. STATE PROJECT NO. See below
2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00125

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-1-84
8. FEDERAL ROUTE NUMBER Interstate 82
9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:
Umatilla River Bridge Section

11. GENERAL DESCRIPTION OF WORK
Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 7-24-84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 7-30-84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $4,700,205 Federal Funds $4,334,528.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

Orig tt
8/3

RECEIVED
STATE HWY ENGR
AUG 3'84
REFER TO Potter
FOR
Info | Inve | R/D | D/R | Sign | Act | File

14. DATE 8/1/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: April 25, 1984

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT:
RX 51
PUC CROSSING NO. 20-8.86-A

In the Matter of the Application of the STATE OF OREGON by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.040, to construct an overcrossing of McNary Highway (I-82) and Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, Umatilla Branch, near Umatilla, Umatilla County, Oregon.

Attached is a copy of Order No. 84-310 issued by the Public Utility Commissioner on April 29, 1984, relative to the above subject matter.

RDT/nv
Attachment
cc: Richard Arnold, FHWA - w/att.
    E. S. Hunter - w/att.
    C. O. Fredrickson - w/att.
    R. L. Schroeder - w/att.
    H. W. Oswald - w/att.
    R. D. Hector - w/att. (2) Please give copy to Project Manager
    W. J. Hart - w/att.

RECEIVED
STATE HWY ENGR
APR 26 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1307

ORDER NO. **84-310**

ENTERED APRIL 20 1984

PUC CROSSING NO. 20-8.86-A

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

RX 51

In the Matter of the Application of)
the STATE OF OREGON by and through)
its DEPARTMENT OF TRANSPORTATION,)
HIGHWAY DIVISION, for the authority,)
pursuant to ORS 763.040, to construct)
an overcrossing of McNary Highway) ORDER
(I-82) and Oregon-Washington Railroad)
& Navigation Company and its lessee,)
Union Pacific Railroad Company,)
Umatilla Branch, near Umatilla,)
Umatilla County, Oregon.)

On November 25, 1983, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.040, to construct an overcrossing of the McNary Highway (I-82), a highway under its jurisdiction, and the main track and right-of-way of Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, Umatilla Branch, near Umatilla, Umatilla County, Oregon.

Copies of the application and responses thereto were duly served upon Union Pacific Railroad Company, Umatilla County, Bonneville Power Administration, Terminal Ditch Company, and applicant. No objection by any party has been made to the granting of the application.

Applicant is currently constructing the McNary Highway (I-82), from the Umatilla Bridge over the Columbia River, southerly to connect with the Old Oregon Trail Highway (I-84). Applicant proposes to construct an overcrossing, which will consist of two parallel and adjacent nine-span, prestressed beam structures, with concrete footings, columns, and end walls. The northbound structure will be 1,016 feet in length, and the southbound structure will be 984 feet long. Each structure will be 45-1/2 feet in width, consisting of a 6-foot shoulder, two 12-foot travel lanes, and a 12-foot shoulder located between 1 foot 9 inch wide bridge railings.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the overcrossing requested herein is required by the public safety, convenience, and general welfare and that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. Authority to construct the overcrossing structure as requested herein is hereby granted upon the condition that physical construction of the structure must be substantially in progress within three years from the effective date of this order. If this condition is not met, then the authority expires on that date.

2. Applicant shall:

    a. Construct the two overcrossing structures as shown in Oregon Department of Transportation drawing No. 38758, dated 11-18-83, and bear all the cost thereof;

    b. Coordinate all temporary impairments of standard railroad clearances with the Union Pacific Railroad Company at least six weeks in advance of creating any impairment;

    c. Maintain the overcrossing structures, including the beam-bearing assemblies, and bear all the cost thereof;

    d. Maintain all highway appurtenances to the overcrossing structures and bear all the cost thereof;

    e. Bear all the cost of damage to the overcrossing structures caused by motor vehicles; and

    f. Notify the Commissioner upon completion of the project.

Upon completion, the overcrossing structures shall have horizontal and vertical clearances equal to, or in excess of, the Commissioner's minimum standard clearances and Union Pacific Railroad Company minimum clearances. While the overcrossing is being constructed, however, it may be necessary to impair the Commissioner's minimum standard clearances. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.b. above.

Made, entered, and effective April 20, 1984.

Gene Maudlin
GENE MAUDLIN
Public Utility Commissioner

klm/0676o

ROAD DESIGN SECTION DES 16

Jerry Backstrand
Assistant Bridge Engineer

April 9, 1984

Tom Bricher
Senior Specifications Specialist

Columbia River Bridge at Umatilla
NB Specifications and Plans

We offer the following comments after a review of the specifications and plans for the subject project:

SPECIFICATIONS

	Page	Comment
1.	16	Do we want to list partial payment conditions for approved fabricated structural steel on hand similar to our Willamette River (Steel Bridge and Ramps) Project?
2.	60	Enclosed lens reflective sheeting values should be updated to latest Spec. L-C-300.
3.	71	Buy America latest revision deletes Portland Cement from required American made material.
4.	103	Is 30 days' in-place time realistic for the embankment at bridge end? When is this embankment to be constructed?
5.	105, 107	Do these specifications prohibit State divers from underwater inspection of cofferdams and shafts?
6.	112	Are these three pot-bearing manufacturers acceptable to the State?
7.	138	We have not permitted the use of fly ash in concrete for decks or in concrete containing prestressing strands. Where we allow fly ash, we specify Class C or Class F, with a limitation on the Loss on Ignition.
8.	151	Striations should be at 3/4" spacing.
9.	171	Are we allowing Load-Indicating-Fastener Tightening methods?

10.	188-200	Please have Keith Johnston review welding specs.
11.	200-205	Please have Jack Davis review paint specs.

PLANS

	Sheet	Comment
1.	19	30 ksi post-tension loss of stress seems low.
2.	26, 28, 30, etc.	Note says to see Special Provisions for mechanical splice, but could not find it in specs. Mechanical splices are called out in Standard Specifications.
3.	27, 29, 31, 91, 92-98, etc.	Tie wire length and size not called out.
4.	113	Do 3 pot bearings listed match with manufacturers given on page 112 of the specifications?

TB:ja

9446

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: I-82-1(1) Umatilla River
I-82 Bridge/McNary Highway
Umatilla County

Date: March 15, 1984

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
ATTN: Mr. Walt Hart, Bridge Engineer
Salem, Oregon

We have reviewed your foundation report submitted by Jerald E. Backstrand forwarded February 16 for the Umatilla River (I-82) Bridge. With the exception of the end abutments it appears that all footings are on solid rock. With the 8 - 10 feet of excavation required for the piers on the bank slope the proposal seems reasonable.

Please note precautions outlined in your submittal indicate that special compaction provisions will be necessary for the approach roadway and also protection requirements are needed for the railroad, irrigation ditch, and existing roadways at the site. The borings show uncompacted silts and sands at the abutments. It might be desirable to subexcavate or precompact some of this less dense material prior to placing the compacted approach fills.

Please proceed with the project considering these items.

For Dale E. Wilken

cc:
OSHD (J Backstrand)
OSHD (G Potter)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAR 19 '84
REFER TO West
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

3-21-84
cy-

RECEIVED
STATE HWY ENGR
MAR 19 '84
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

9[illegible]

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-82-1(2)
Umatilla River Bridge
McNary Highway

Date: February 16, 1984

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Hart's letter of January 30 outlines the reasons why you feel the prestressed Bulb-T design is a more economical bridge type selection. We have reviewed your comments and agree, please proceed with the design as outlined.

NOTED
E. S. HUNTER

Under separate cover we brought you the Washington State Bulb-T section for similar span lengths. We feel that this section should also be considered as an alternate to the Oregon Bulb-T section.

Please incorporate this alternate section in the PS&E submittal.

For Dale E. Wilken

cc:
OSHD (W Hart)
OSHD (G Potter)

RECEIVED
TECHNICAL SERVICES
FEB 21 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
FEB 17 '84
REFER TO
FOR
Info Inves R/D D/R

2/21

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject:	Oregon Project I-82-1(2) Umatilla River (I-82) Bridge McNary Highway/Umatilla County	Date:	January 3, 1984
From	Division Administrator	Reply to Attn of	HBR-OR
To ATTN:	Mr. H. S. Coulter, State Highway Engineer Mr. Walt Hart, Bridge Engineer Salem, Oregon		

We have reviewed Mr. Hart's comments in the letters of November 22 and December 12 and the preliminary estimate sheets of alternates using steel plate girders, bulb "T's", and prestressed box girders for the Umatilla River I-82 bridge. While we agree that costs of prestressed box girders appear outside the scope of reasonable consideration the steel plate girder design according to our estimate appears to be less than a ten percent increase when compared to the bulb "T" design. We find with some refinements in the girder section and using 85¢ per pound the steel section appears competitive.

Please proceed with alternate designs of bulb "T" and steel plate girder construction.

For Dale E. Wilken

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
JAN 4 '84
REFER TO Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

orig. to

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
16443
16444

December 12, 1983

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGN
WALTER J. HART

Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Umatilla River Bridges (I-82)
McNary Highway
Umatilla County
BRS 16443, 16444
HBR-OR

NOTED
H.S. COULTER

Estimated cost of composite steel plate girder structures with six spans each (maximum span length 180 feet) is $5,700,000. This cost is 10 percent greater than the cost for Bulb-T construction and is as costly as the post-tensioned concrete box girder considered and rejected.

Recent experience has shown structural steel bridges to be uncompetitive with concrete bridges in Oregon.

For the above reasons, we choose to contract for Bulb-T structures with no alternate.

TEA:jrb

bc: ✓ H. S. Coulter

RECEIVED
STATE HWY ENGR
DEC 13 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-82-1(2)
Umatilla River (I-82) Bridge
McNary Highway/Umatilla County

Date: November 29, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

Attn: Mr. Walt Hart, Bridge Engineer
Salem, Oregon

We have started our review of the above structure and find no comments on a steel plate girder alternate. This location might be an ideal site for such an alternate.

In order for us to effectively evaluate both types of structures please furnish us with the cost breakdown for both types of structures (Bulb T vs Steel plate girder).

for Dale E. Wilken

RECEIVED
STATE HWY ENGR
DEC 5 '83
REFER TO Hart
FOR
Info Inves R/D D/R Sign [✓ Act] File

RECEIVED
DEC -6 1983
BRIDGE SECTION

NOTED
W.J. HART

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 22, 1983

In Reply Refer to
File No.:
DES 23
16443
16444

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRAND
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Umatilla River (I-82) Bridges
Umatilla River Bridge Section
McNary Highway I-82
Umatilla County
BRS 16443 and 16444

Enclosed are two reduced prints of Drawings 38758, 35487 and 35488 which are the preliminary plan and elevation and vicinity maps for this structure. The foundation report is not complete and will be forwarded as soon as it is available. Based on other projects in this area, the spread footings shown should be appropriate.

The alignment and roadway width are in accordance with the standards governing this project. The elevation was established to provide clearance over the railroad tracks at the north end and to meet the freeway grade at the south end. The length is required to span the railroad, Brownell Ditch, River Road, the Umatilla River, and the frontage road with 2 to 1 slopes at each end.

In addition to our proposed structure, a post-tensioned concrete box girder estimated to cost $5,755,000 was considered.

We have selected a Bulb-T prestressed beam structure estimated to cost $5,178,000 as an economical structure for this site. This estimate is based on approximate quantities, including an allowance for engineering and contingencies.

RECEIVED
TECHNICAL SERVICES
NOV 22 '83
REFER TO

Info	Inves	R/D		Sign	Act	File

We request your approval of our preliminary plan.

JMT:jrb
Enclosures
cc: E. S. Hunter
Gary Potter
Don Adams /w/ 1
R. D. Hector /w/ 1
Harry Oswald /w/ 1
Cam Gilmour /w/ 1
John Grassman /w/ 1
Roger Trygstad /w/ 5

Form 734-3122

November 22, 1983

Mr. David Astle
Assistant Commissioner
Rail-Air Program
Public Utility Commission
Labor & Industries Bldg.
Salem, OR 97310

PUC Application
McNary Highway (I-82)
Umatilla County

NOTED
H.S.COULTER

Dear Dave:

Attached is the original and 10 copies of a PUC application relating to our desire to construct twin bridges over the Umatilla River and the Union Pacific Railroad. This is a part of the construction of I-82 which will be an interstate freeway leading from I-84 into the State of Washington via structures over the Columbia River east of the City of Umatilla.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RMF/llr
Attachment
bc: H. S. Coulter - w/copy
E. S. Hunter - w/copy
Walt Hart - w/copy
R. D. Hector - w/copy
C. T. Keasey - w/copy
D. E. Swan - w/copy
J. L. Sollis - w/copy

PUC Docket No. SXF ____________

PUC Crossing No. ____________

DOT-AAR Crossing No. ____________

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of the State of Oregon by and through its Department of Transportation, Highway Division (name of applicant)

for the authority, pursuant to ORS 763. 040 (020/030/040), to

construct (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of McNary Highway, Interstate 82 (name of street or highway)

and Oregon-Washington Railroad and Navigation Co. and its lessee, Union Pacific Railroad Co., (name of railroad company)

Umatilla Branch (name of railroad main or branch line or other trackage)

near (in/near) Umatilla (name of city/town/rail station), Umatilla (name of county) County, Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $____________

☒ Federal-Aid Highway System funds.*
Federal Highway Act - 1982

☐ Other Federal Funds.*
____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) _X_ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) ____ Other (please specify)______________________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or--	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation-Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Roger Trygstad, (503) 378-6511

2. Statutory authority under which this application is made: ORS 763.040
020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 8.87

b. City Umatilla

c. Nearest railroad station Umatilla

d. County Umatilla

e. The proposed project is to be in the SW 1/4 of the SW 1/4 of Section 16, Township 5N, Range 28E, W. M.

4. a. Name of public highway involved in this project:

McNary Highway (I-82)

b. Name of public authority with jurisdiction over this highway:

Oregon Department of Transportation-Higwhay Division

5. Name of railroad involved in this project: Oregon-Washington Railroad and Navigation Co. and its lessee, Union Pacific Railroad Co., Umatilla Branch
(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Union Pacific Railroad Co., P. O. Box 8979, Portland, OR 97208

b. Umatilla County, P. O. Box 1427, Pendleton, OR 97801

c. Bonneville Power Administration, Ms.Renee M. Ferrera, Chief,Land Mgmt. Unit. **

d. Umatilla Electric Cooperative, P. O. Box 1148, Hermiston, OR 97838

e. Terminal Ditch Company, P. O. Box 1416, Umatilla, OR 97882

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

**Division of Land Resources, P. O. Box 3621, Portland, OR 97208

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):

Construct 1,016-foot (nine span) and 984-foot (nine-span) Bulb-T Prestressed concrete beam twin bridges to carry northbound and southbound lanes of McNary Highway (I-82) over Union Pacific Railroad branch track

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? To provide for public safety by separating the freeway and railroad traffic and to cross the Umatilla River

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ______________ (yes/no)

If no, why not? ____

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width--The highway is ________ feet wide at the crossing at present; after completion of the project, it will be ________ feet wide at the crossing; consisting (from __________ (N or E) to __________ (S or W)) of:

At present--			After completion--		
Shoulder** of	______	feet	Shoulder of	______	feet
______ lane(s) at	______	ft. ea.	______ lane(s) at	______	ft. ea.
Median of	______	feet	Median of	______	feet
______ lane(s) at	______	ft. ea.	______ lane(s) at	______	ft. ea.
Shoulder of	______	feet	Shoulder of	______	feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.b. (Continued)

(4) Nearest switch--	At present:	After completion:
________ (N or E) of crossing:	________ ft.	____________ ft.
________ (S or W) of crossing:	________ ft.	____________ ft.

12. Use of the crossing:
a. The Highway

(1) Average daily traffic volume--

At present: ____--____; After completion ____3,800____;

(2) Speed of vehicles (estimated 85th percentile speed)-- NA

	At present:	Expected after completion
At SSD* from crossing on ________ (N or E) approach:	________ mph	________ mph
on ________ (S or W) approach:	________ mph	________ mph
At crossing:	________ mph	________ mph
Posted speed limit on approaches:	________ mph	________ mph
(3) Direction of traffic flow:	________ (N & S, etc.)	________

b. The Railroad

(1) Train movements-- (avg. per day)	At present:	Expected after completion:
Freight trains:	0	0
Switching movements:	3	3
Passenger trains:	0	0

(2) Speed of trains-- NA		
Maximum allowable:	________ mph	____________ mph
Typical:	________ mph	____________ mph
Slowest Normal:	________ mph	____________ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
________ (N or E) approach:	________ ft. to right; ________ ft. to left
________ (S or W) approach:	________ ft. to right; ________ ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

_________ approach: _________ ft. to right; _________ ft. to left
(N or E)

_________ approach: _________ ft. to right; _________ ft. to left
(S or W)

If these sight distances will be changed on completion of the project, please explain below:

____

____

____

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

_________ If yes, please explain by what and at what point it will be obstructed:
(yes/no)

____

____

____

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? _________
(yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

____

____

____

____

____

____

____

____

____

____

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? NA (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?
Oregon Department of Transportation-Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation-Highway Division	100

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon Department of Transportation-Highway Division

b. All highway appurtenances: Same

c. Above the bottom of the beams plus the beam-bearing assemblies:
Same

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Railroad Company

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon Department of Transportation-Highway Division

b. All highway appurtenances: Same

c. Above the bottom of the beams plus the beam-bearing assemblies:
Same

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Railroad Company

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?
Oregon Department of Transportation-Highway Division

27. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes (yes/no)

If so, describe (and attach complete drawing): As shown on Drawing 38758

Minimum vertical clearance to be 21'-0"; minimum horizontal clearance to be 9'-6" each side of RR Centerline during construction.

28. Is a temporary crossing at grade necessary during the construction period? No (yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________.

How long is it contemplated that this temporary crossing will be necessary?
(Furnish specific dates if possible.)

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: This crossing is for a new highway.

42. Other items of construction and cost distribution:

* *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no) Drawing 38758, 35487 and 35488

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 4,5,6,8,9,10,11,12,15 and 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at SALEM, Oregon this 22nd day of November, 1983.

(Applicant)

(Attorney)

I, Roger D. TRYGSTAD, being fir[illegible]uly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

STATE OF OREGON)
) ss.
County of)

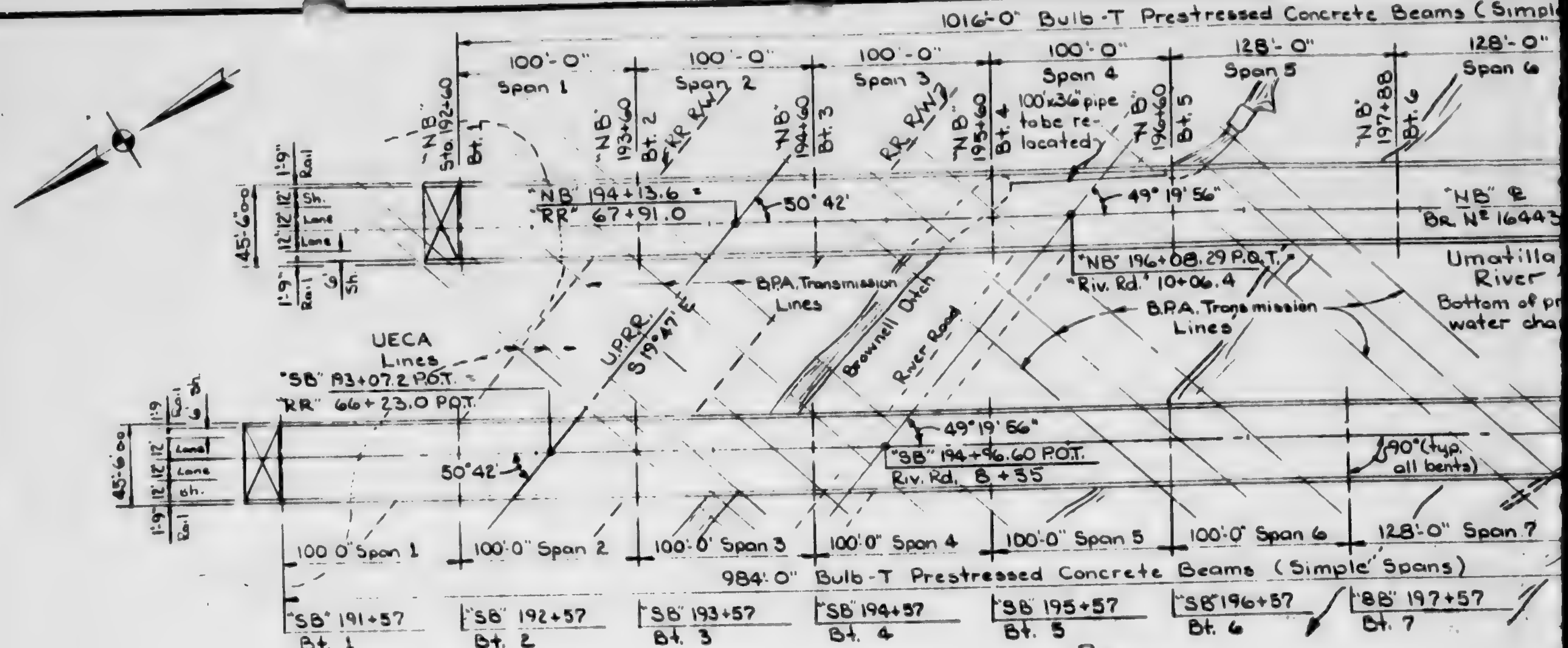
Subscribed and sworn to before me this 23 day of November, 1983

(Notary Public for Oregon)

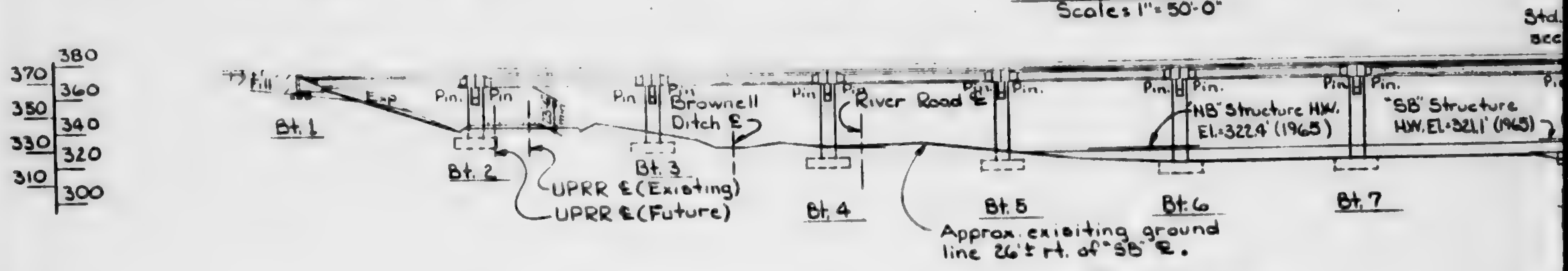
My Commission Expires: 12-18-84

PUC Form 202 (30) 1-80

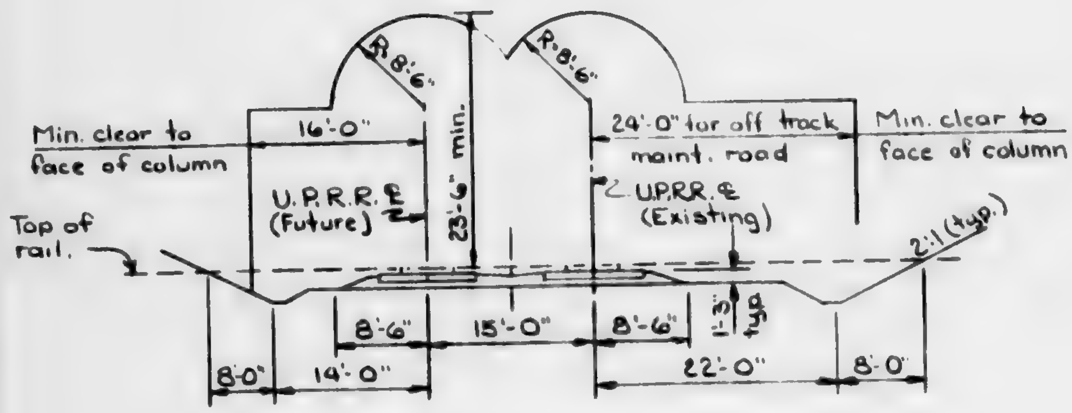
Signature Page


1016'-0" Bulb-T Prestressed Concrete Beams (Simple
100'-0" Span 1
100'-0" Span 2
100'-0" Span 3
100'-0" Span 4
128'-0" Span 5
128'-0" Span 6
"NB" Sta. 192+60 Bt. 1
"NB" 193+60 Bt. 2
"NB" 194+60 Bt. 3
"NB" 195+60 Bt. 4
"NB" 196+60 Bt. 5
"NB" 197+88 Bt. 6
RR R/W
100"x36" pipe to be relocated
"NB" 194+13.6 = "RR" 67+91.0
50° 42'
49° 19' 56"
"NB" ℄ Br. No 16443
"NB" 196+08.29 P.O.T. = "Riv. Rd." 10+06.4
Umatilla River
Bottom of pr water cha
B.P.A. Transmission Lines
UECA Lines
U.P.R.R. S 19°47' E
Brownell Ditch
River Road
"SB" 193+07.2 P.O.T. = "RR" 66+23.0 P.O.T.
45'-6" 1'-9" Rail Sh. Lane Lane Sh. Rail
"SB" 194+96.60 P.O.T. = Riv. Rd. 8+35
90° (typ. all bents)
100'0" Span 1
100'0" Span 2
100'0" Span 3
100'0" Span 4
100'0" Span 5
100'0" Span 6
128'-0" Span 7
984'-0" Bulb-T Prestressed Concrete Beams (Simple Spans)
"SB" 191+57 Bt. 1
"SB" 192+57 Bt. 2
"SB" 193+57 Bt. 3
"SB" 194+57 Bt. 4
"SB" 195+57 Bt. 5
"SB" 196+57 Bt. 6
"SB" 197+57 Bt. 7

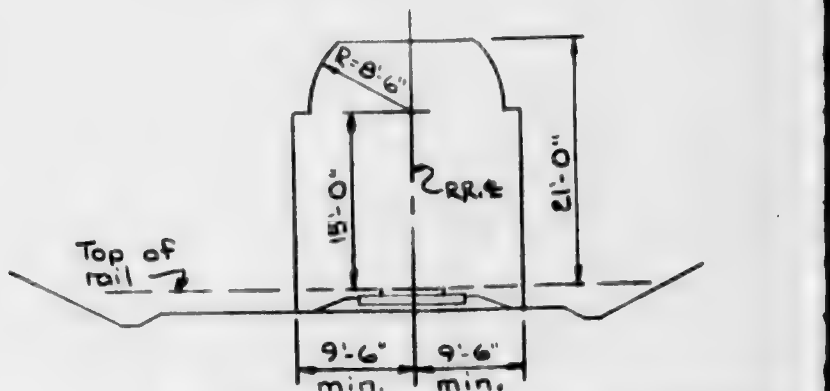
PLAN
Scale 1"=50'-0"


380
370
360
350
340
330
320
310
300
Fill
Bt. 1
Pin
Bt. 2
Bt. 3
Brownell Ditch ℄
River Road ℄
Bt. 4
Bt. 5
Bt. 6
Bt. 7
UPRR ℄ (Existing)
UPRR ℄ (Future)
"NB" Structure H.W. El. 322.4' (1965)
"SB" Structure H.W. El. 321.1' (1965)
Approx. existing ground line 26'± rt. of "SB" ℄.
Std. sec

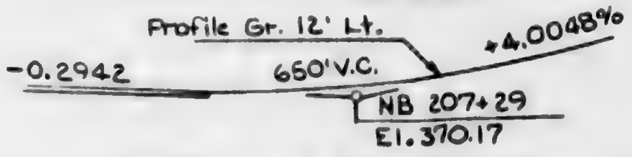
ELEVATION
Scale 1"=50'-0"


R=8'-6"
R=8'-6"
Min. clear to face of column
16'-0"
24'-0" for off track maint. road
Min. clear to face of column
U.P.R.R. ℄ (Future)
U.P.R.R. ℄ (Existing)
23'-6" min.
Top of rail
2:1 (typ.)
1'-3" typ.
8'-6"
15'-0"
8'-6"
8'-0"
14'-0"
22'-0"
8'-0"

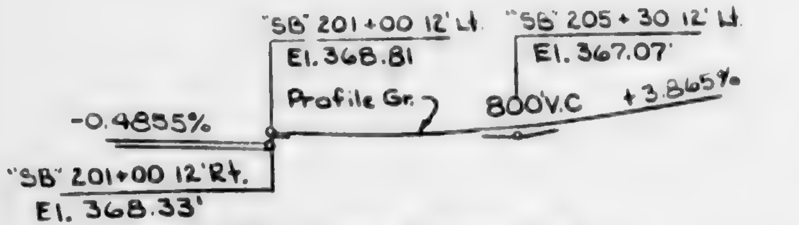
RAILROAD CLEARANCES
No Scale


R=8'-6"
15'-0"
21'-0"
RR ℄
Top of rail
9'-6" min.
9'-6" min.

RAILROAD CONSTRUCTION CLEARANCES
No Scale


Profile Gr. 12' Lt.
-0.2942
650' V.C.
+4.0048%
NB 207+29
El. 370.17

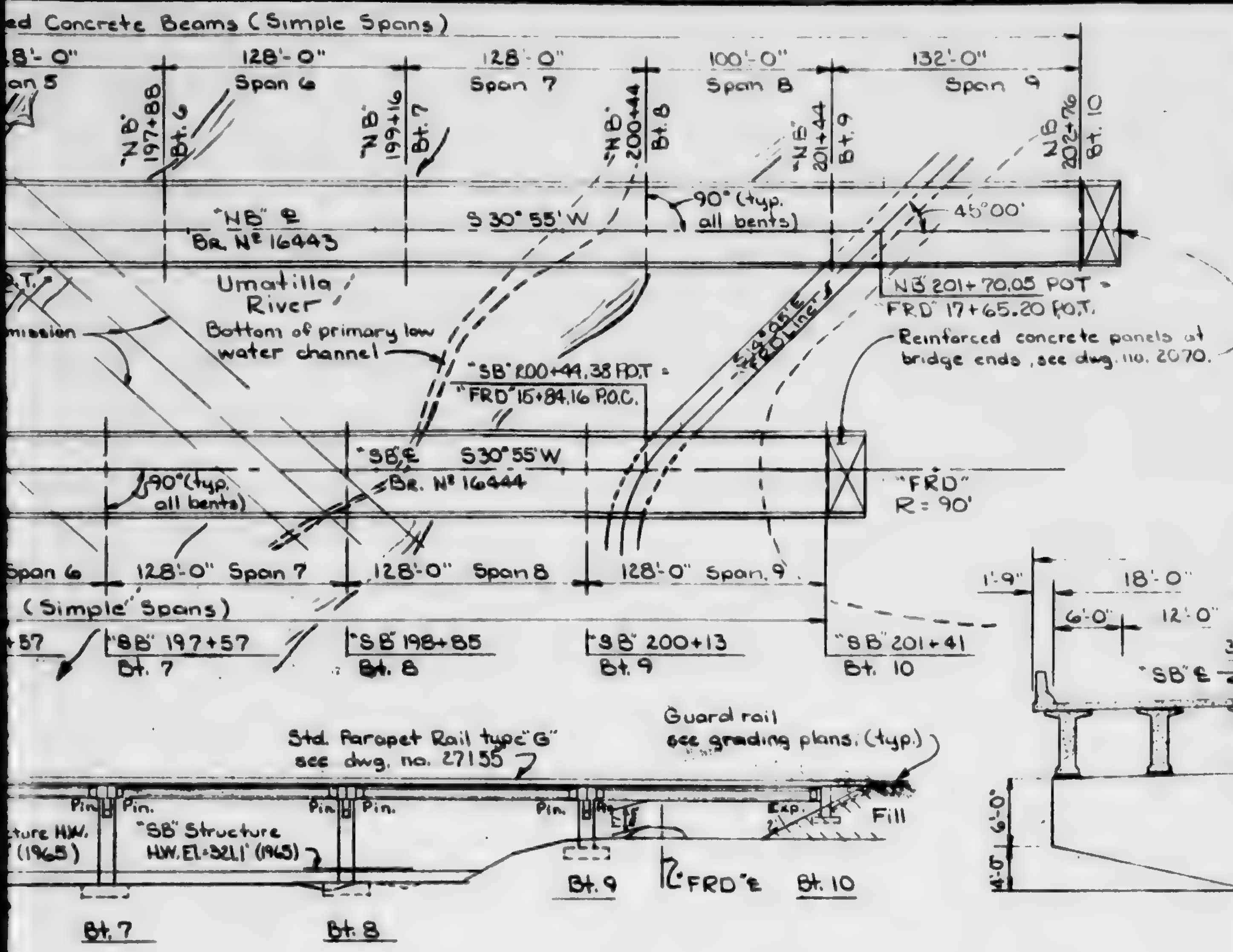
"NB" LINE GRADELINE

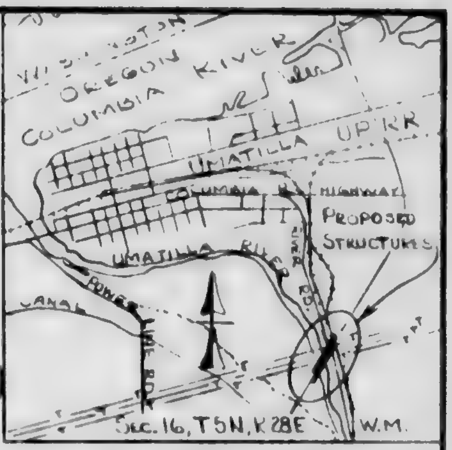

"SB" 201+00 12' Lt.
El. 368.81
"SB" 205+30 12' Lt.
El. 367.07
Profile Gr.
-0.4855%
800' V.C
+3.865%
"SB" 201+00 12' Rt.
El. 368.33'

"SB" LINE GRADELINE

	RR. Sta. 65+23	RR. Sta. 65+73	RR. Sta. 66+23	RR. Sta. 66+73	RR. Sta. 67+23	RR. Sta. 67+73	RR. Sta. 68+23	RR. Sta. 68+73	
El. Top East Rail		341.43	341.66	341.94	342.24	342.55	342.91	343.25	343
El. Top West Rail		341.43	341.69	341.94	342.25	342.53	342.89	343.21	343

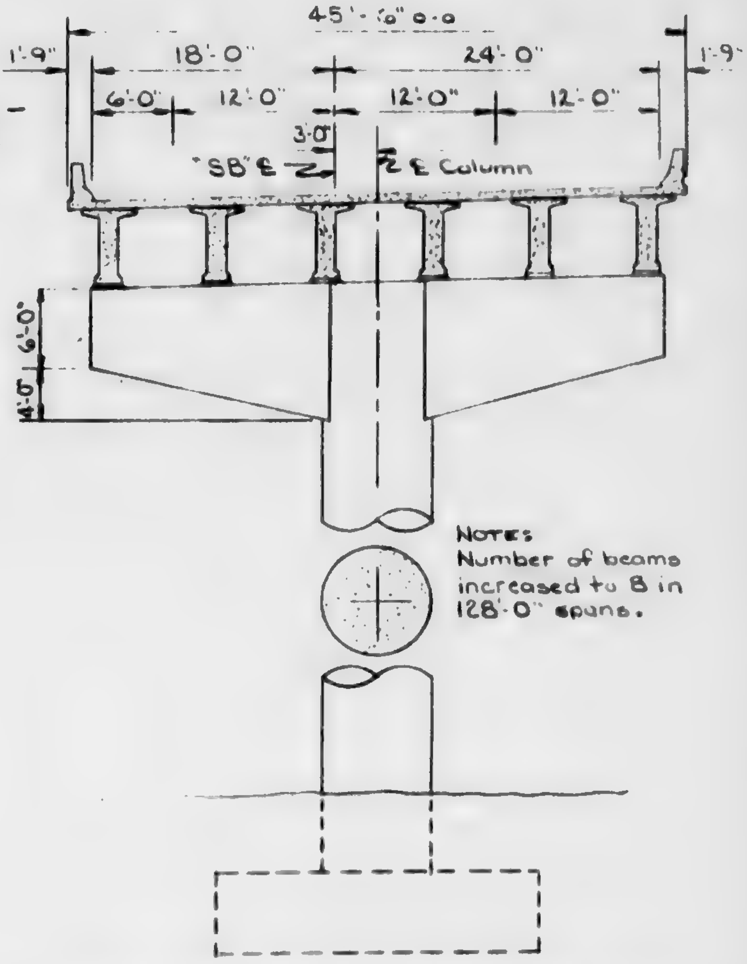
U.P.R.R. PROFILE


ed Concrete Beams (Simple Spans)
28'-0" Span 5
128'-0" Span 6
128'-0" Span 7
100'-0" Span 8
132'-0" Span 9
"NB" 197+88 Bt. 6
"NB" 199+16 Bt. 7
"NB" 200+44 Bt. 8
"NB" 201+44 Bt. 9
NB 202+76 Bt. 10
"NB" ℄ Br. Nº 16443
S 30° 55' W
90° (typ. all bents)
45°00'
Umatilla River
Bottom of primary low water channel
mission
NB 201+70.05 POT = FRD 17+65.20 P.O.T.
Reinforced concrete panels at bridge ends, see dwg. no. 2070.
"SB" 200+44.38 P.O.T. = "FRD" 15+84.16 P.O.C.
"FRD" Line
"SB" ℄ Br. Nº 16444
S30°55'W
90° (typ. all bents)
"FRD" R = 90'
Span 6
128'-0" Span 7
128'-0" Span 8
128'-0" Span 9
(Simple Spans)
+57
"SB" 197+57 Bt. 7
"SB" 198+85 Bt. 8
"SB" 200+13 Bt. 9
"SB" 201+41 Bt. 10
Std. Parapet Rail type "G" see dwg. no. 27155
Guard rail see grading plans. (typ.)
Pin. Pin. Pin. Pin. Pin.
Exp.
Fill
cture H.W. (1965)
"SB" Structure H.W. El.=321.1' (1965)
Bt. 7
Bt. 8
Bt. 9
℄ "FRD" ℄
Bt. 10


Washington
Oregon
Columbia River
Umatilla
U.P. R.R.
Highway
Proposed Structures
Umatilla River
Canal
Sec. 16, T5N, R28E W.M.

VICINITY MAP

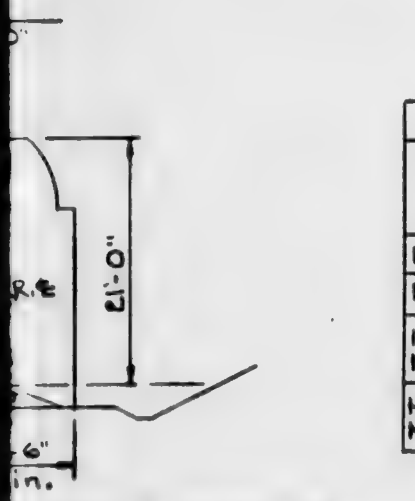
No Scale


45'-6" o-o
1'-9"
18'-0"
24'-0"
1'-9"
6'-0"
12'-0"
12'-0"
12'-0"
3'-0"
"SB" ℄
℄ Column
6'-0"
4'-0"

NOTES:
Number of beams increased to 8 in 128'-0" spans.

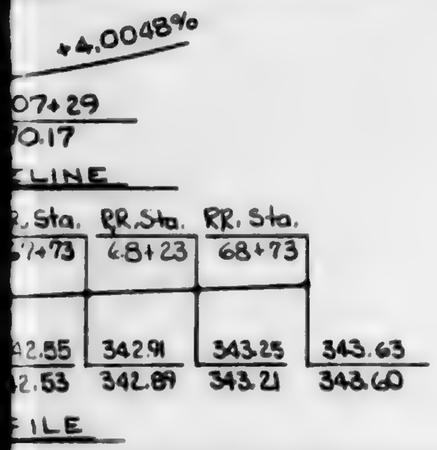
TYP. SECTION NEAR BENT "SB" 2

No Scale



RUCTION CLEARANCES

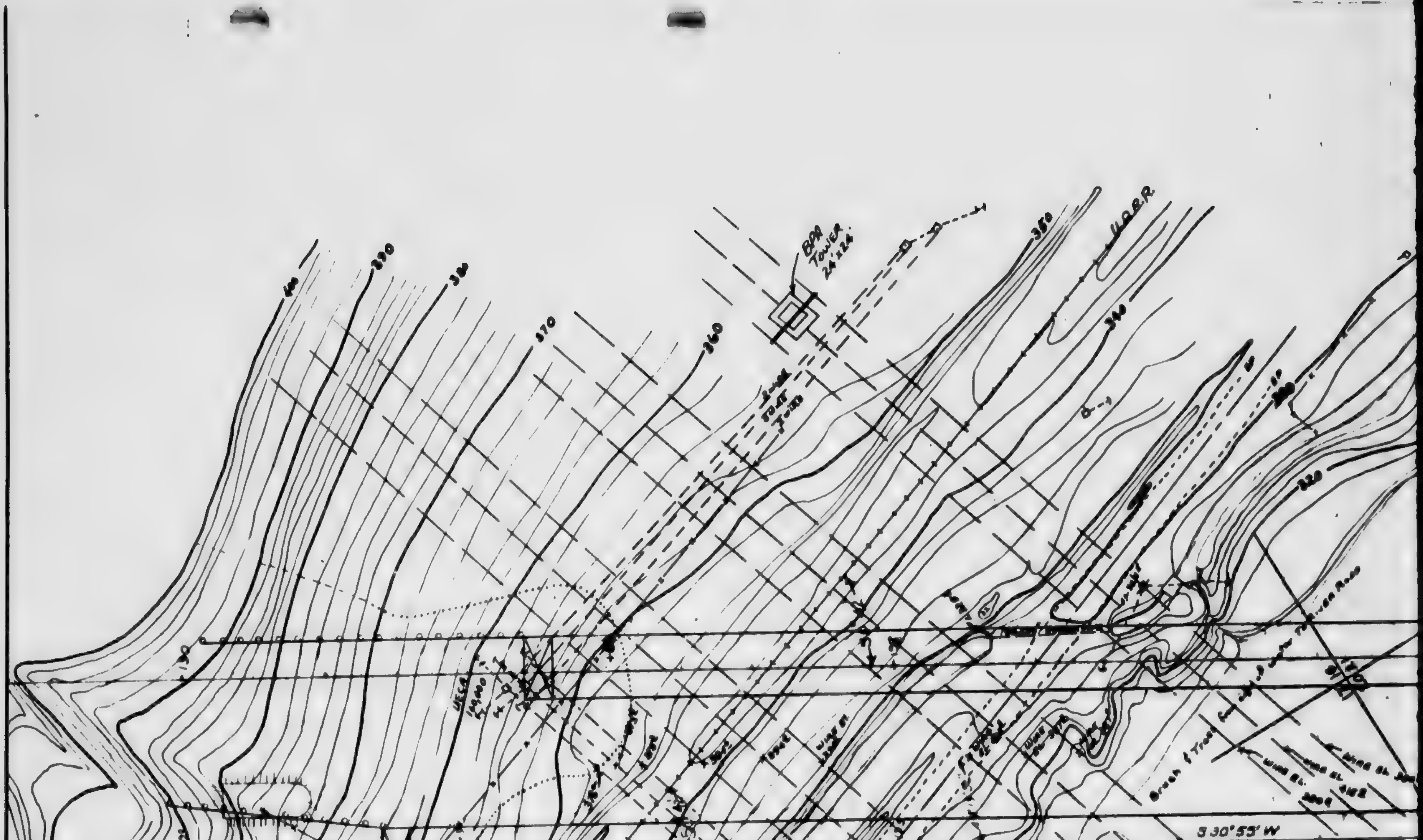
cale


+4.0048%
07+29
0.17
LINE
R.R. Sta. 67+73
R.R. Sta. 68+23
R.R. Sta. 68+73
42.55
42.53
342.91
342.89
343.25
343.21
343.63
343.60
FILE

HYDRAULIC DATA

	Design Flood	Base Flood	Maximum Expected Flood	Maximum Flood Year (1965)
Discharge-cfs	17,100	20,400	29,600	19,800
Frequency-yrs.	50	100	500	80
H.W. El. "NB" Nat. Channel-ft.	321.8	322.6	324.5	322.4
H.W. El. "SB" Nat. Channel-ft.	320.5	321.3	323.2	321.1

APPROVED: P.E.	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
BRIDGE ENGINEER P.E.	
ASST. STATE HIGHWAY ENGINEER	UMATILLA RIVER (I-82) BR. UMATILLA RIVER BRIDGE SECTION MC NARY HWY. (I-82) UMATILLA COUNTY
DESIGNED TEA DRAWN G.W. CHECKED REVIEWED REVIEWED CALC. BOOK	P.U.C. PLAN AND ELEVATION
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE 11-18-83 / SHEET 1 OF 1
	BRIDGE NO. 16443 & 4 / DRAWING NO. 18758

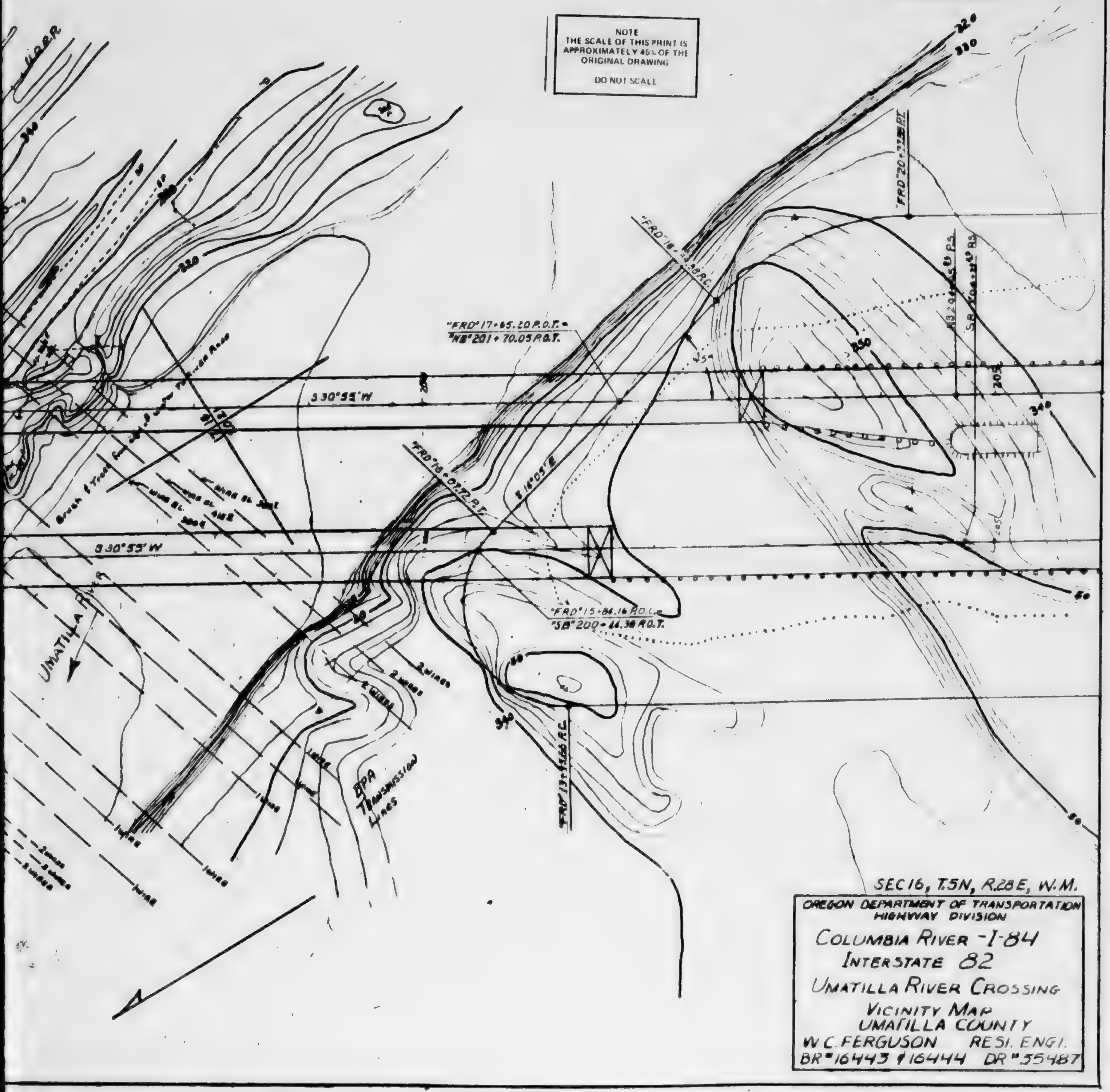
BPA TOWER 24'x24'
U.P.R.R.
400
390
380
370
360
350
340
330
320
310
UECA
S 30°55' W
UMATILLA RIVER
Brush & Trees
Wire El.
Brownell Ditch
Ditch D
℄ River Road
UECA LINES
2 wires
3 wires
2 wires
1 wire
1 wire
1 wire

					SHEET No.
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS
8	OREGON				

Standard Interchange Layout Sheet

NOTE
THE SCALE OF THIS PRINT IS
APPROXIMATELY 45% OF THE
ORIGINAL DRAWING

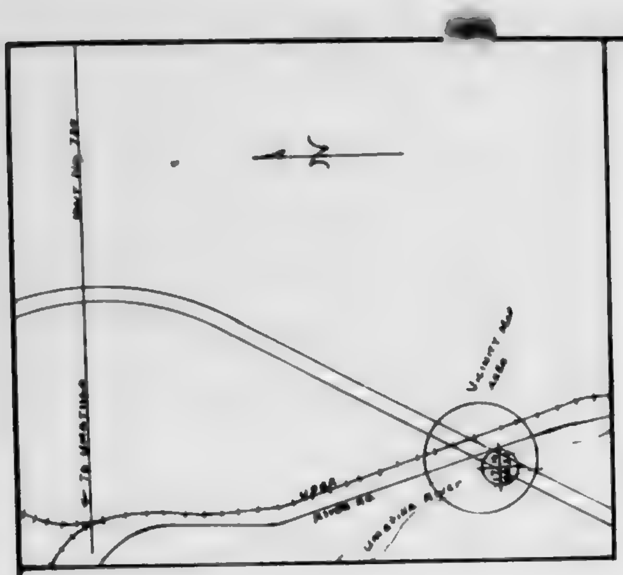
DO NOT SCALE

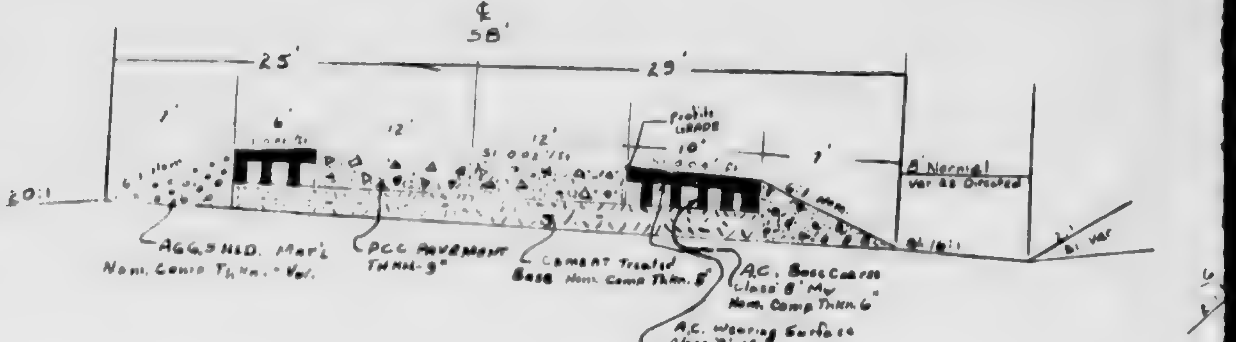

220
230
"FRD"20+23.28 P.T.
"FRD"18+23.38 P.C.
NB 201+ P.S.
SB 200+ P.S.
250
"FRD"17+65.20 P.O.T. =
"NB"201+70.05 P.O.T.
S 30°55' W
205
340
"FRD"16+07.72 P.T.
S 16°05' E
S 30°55' W
"FRD"15+84.16 P.O.C. =
"SB"200+66.38 P.O.T.
50
UMATILLA RIVER
2 wires
1 wire
BPA Transmission Lines
"FRD"13+98.88 P.C.
340
50
50

SEC 16, T.5N, R.28E, W.M.

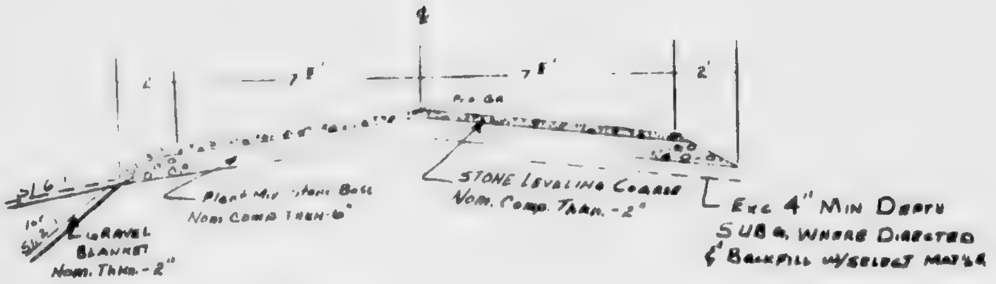
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

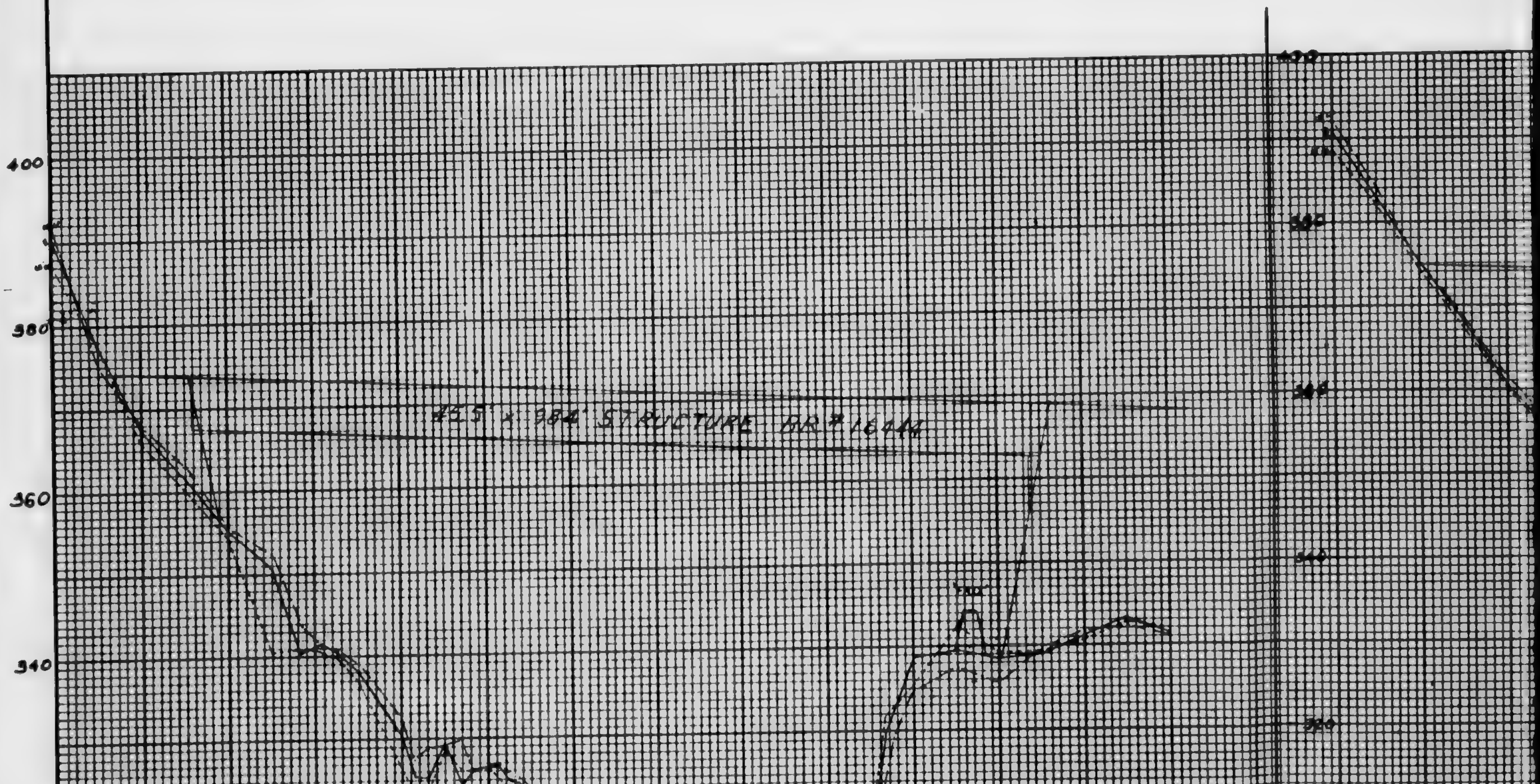
COLUMBIA RIVER - I-84
INTERSTATE 82
UMATILLA RIVER CROSSING
VICINITY MAP
UMATILLA COUNTY
W.C. FERGUSON RESI. ENGI.
BR#16443 & 16444 DR#55487


N
To Wenatchee
Vicinity Map Area
Umatilla River
Riv. Rd.

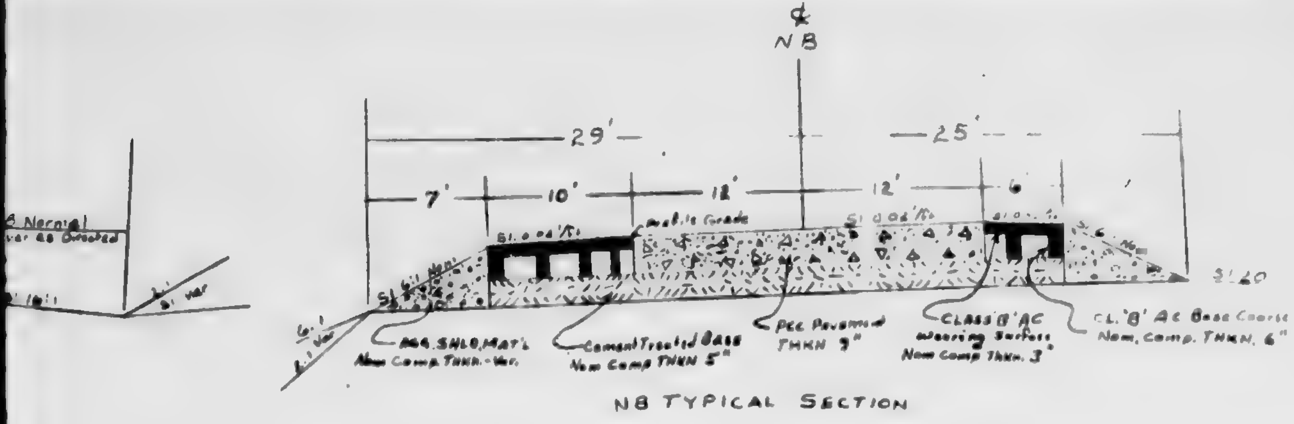

℄
SB'
25'
29'
1'
6'
12'
12'
Profile GRADE
10'
7'
8' Normal
Var as Directed
20:1
6:1 Nom.
10:1
AGG. SHLD. Mat'l
Nom. Comp Thkn. - Var.
PCC PAVEMENT
THKN. - 9"
CEMENT Treated
Base Nom. Comp Thkn. 5"
A.C. Base Coarse
Class 'B' Mix
Nom. Comp Thkn. 6"
A.C. Wearing Surface
Class 'B' Mix
Nom. Comp. Thkn. 3"

'SB' TYPICAL SECTION


℄
7.5'
7.5'
2'
Pro. Gr.
Plant Mix Stone Base
Nom. Comp Thkn. - 6"
STONE LEVELING COARSE
Nom. Comp. Thkn. - 2"
Exc. 4" Min Depth
SUBG. Where Directed
& Backfill w/select Mat'l
GRAVEL BLANKET
Nom. Thkn. - 2"

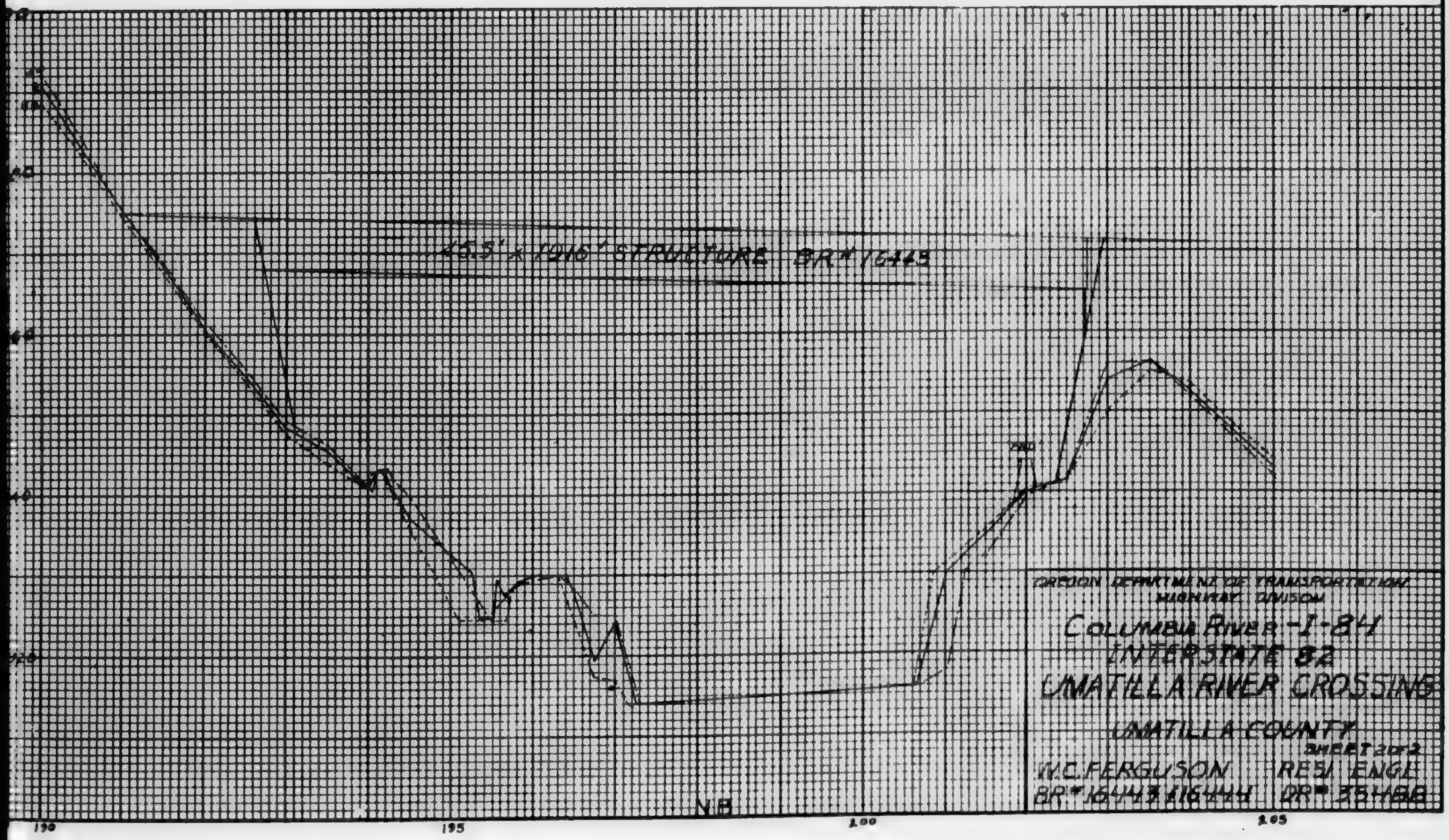


				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



℄ NB
29'
25'
7'
10'
12'
12'
6'
B Normal
Var as Directed
1 1/2:1
Var
Sl. 0.04'/Ft.
Profile Grade
Sl. 0.06'/Ft.
Sl. 0.04'/Ft.
6:1 Nom
6:1 Nom
6:1 Var
Sl. 20
Agg. SHLD. MAT'L Nom Comp THKN - Var.
Cement Treated Base Nom Comp THKN 5"
PCC Pavement THKN 9"
CLASS 'B' AC Wearing Surface Nom Comp Thkn. 3"
CL. 'B' AC Base Course Nom. Comp. THKN. 6"

NB TYPICAL SECTION



45.5' x 1016' STRUCTURE BR# 16443
NB
190
195
200
205

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

COLUMBIA RIVER - I-84
INTERSTATE 82
UMATILLA RIVER CROSSING

UMATILLA COUNTY
SHEET 2 of 2

W.C. FERGUSON
BR# 16443 & 16444

RES. ENGR.
DR# 35468

7226 1-82

Versteeg ✓

May 24, 1983

State of Washington
Department of Transportation
Office of District Administrator
2809 N. Main St., Union Gap, P.O. Box 52
Yakima, Washington 98907

Columbia River Bridge
McNary Highway (I-82)
Umatilla County
L-6662 55027G

Attention: W. I. Hordan, P.E.
District Location Engineer

We have reviewed the profile prints of the two steel alternatives prepared by your consultant, transmitted with your letter of May 13, 1983.

We find these profiles show the original grade which was approximately 13 feet higher than the present structure grade. Earlier we objected to this grade line and it is still unacceptable to us.

The profiles for the concrete structure design you forwarded previously by your letter of February 24, 1983, are acceptable as indicated in my reply of March 8, 1983.

I request you have the steel alternatives adjusted to the same profile grade as the concrete structure design.

J. H. Versteeg
Road Design Engineer

By

Don R. Adams
Final Design Engineer

FE:mg

cc: Walt Hart
Robert Hector
Fred Ericksen

I-82

March 8, 1983

DES 16

W. I. Horden, P.E.
District Design Engineer
Washington Department of Transportation
P. O. Box 52
Yakima, WA 98907

Columbia River Bridge
McNary Highway (I-82)
Umatilla County

1 Versteeg 1
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAR 9 - 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

The profile revision accompanying your letter of February 24, 1983 has been reviewed and found most acceptable.

We will use it as the basis for our design work until the final version is determined.

Donald R. Adams, P.E.
Final Design Engineer

bc D. R. Adams
Fred Eriksen
Bob Hector
F. E. Terpin
Ed Neilson
Walt Hart (enc.)

FE:ja

JOHN SPELLMAN
Governor

DUANE BERENTSON
Secretary

STATE OF WASHINGTON
DEPARTMENT OF TRANSPORTATION
Office of District Administrator • 2809 N. Main St., Union Gap, P.O. Box 52 • Yakima, Washington 98907

February 24, 1983

1 ✓
2 ✓

RECEIVED
28
ROAD DESIGN
Section
Do Not File
Return To
Date
Action

Oregon Highway Department
Roadway Design Section
Transportation Building
Salem, Oregon 97310

Attention: Tom Edwards

C.S. 0306 SR 82
Columbia River Bridge at Plymouth (I-82)
L-6662 55027G

Dear Mr. Edwards:

Enclosed is a proposed revision to the profile for the I-82 structure across the Columbia River at Umatilla. This profile may better fit your requirements on the Oregon side.

Would you please review the profile and provide your comments or suggested revisions. The final profile cannot be determined until the bridge type is selected. Final structural type could change the approach profiles. When final design is completed, we will provide you with the bridge approach profile.

Your early review and response will be appreciated.

Very truly yours,

ROBERT C. SCHUSTER, P.E.
District Administrator

Wm Hordan

By: W. I. HORDAN, P.E.
District Design Engineer

cy. Walt Hart

RCS
WIH/era
Encl.

I-82

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: February 11, 1983

REFERRED TO
..........Watson..................Mann........
..........Cole..............Stoudenmeyer......
......Eriksen..................King..........
Beard...........Dorn...........Leu...........
Return Discuss Do File Due......
By FINAL DESIGN ENGINEER

FROM: Tom Edwards
Tom Edwards
Senior Designer

SUBJECT: Columbia River Bridge
McNary Highway (I-82)
Umatilla County

Mr. Bill Hordan, District Location Engineer, Washington D.O.T., called today about subject bridge. He said their tentative schedule calls for letting the bridge contract in early 1984, somewhere from January to April. Construction should take about 2 years.

After the new structure is complete they will let another contract, probably in early to mid 1986, for remodeling the existing structure. It will involve replacing the existing curbs and walk with shoulder barrier and raising the northerly end of the bridge. No change in grade is proposed at the southerly (Oregon) end.

Profile for the new bridge is still undecided and is at least partially dependent on type of structure selected. The structure selection process is under way and should be completed in about 3 months. Mr. Hordan will see what they can do toward getting elevation of southerly end of new structure down near grade line we used on preliminary plans.

If we do not have the end fill in place by the time the bridge contract is let they may foot the end bent on existing ground and let our contractor fill around it.

Mr. Hordan requested a print of our R/W map from the Columbia River to the Columbia River Highway plus information on the status of R/W acquistion through the area. Will send this to him within a few days.

Mr. Hordan's address is:

Bill Hordan
District Location Engineer
Washington D.O.T.
PO Box 52
Yakima, WA 98907
(509) 575-2522

cc: D.R. Adams
Fred Eriksen
Bob Hector
F.E. Terpin
Walt Hart
Ed Neilson
Tom Edwards

Hal -
Have you seen this.
Don A.

O.K. H

TE:kg

Contains Recycled Materials

/ 92 /

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

REGION 5 OFFICE

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

January 19, 1983

RECEIVED
21
ROAD DESIGN
SECTION

Mr. John W. Allen
Assistant Project Engineer
Department of Transportation
P. O. Box 52
Yakima, Washington 98907

Dear Mr. Allen:

Re: Columbia River Bridge

I have your letter concerning the various permits required for the I-82 Columbia River Bridge construction. In review of the agreement between Oregon and Washington for construction of the bridge, I find that Article IX, Item 2, states that Washington will obtain all permits relating to the bridge except for the Oregon approach and connecting roads.

Oregon will obtain the Oregon Division of State Lands right of way easement and fill permit for the Oregon approach. Washington should obtain the Oregon Division of State Lands removal-fill permit for the bridge construction.

I am sending a copy of this along with your data to Don Trout who handles permit applications for us. If he needs further information from you, he will contact you directly.

Sincerely,

R. D. Hector
Region Engineer

RDH/vt
cc: Don Trout w/enc.
Hermiston Project Manager's Office

Form 734-3123

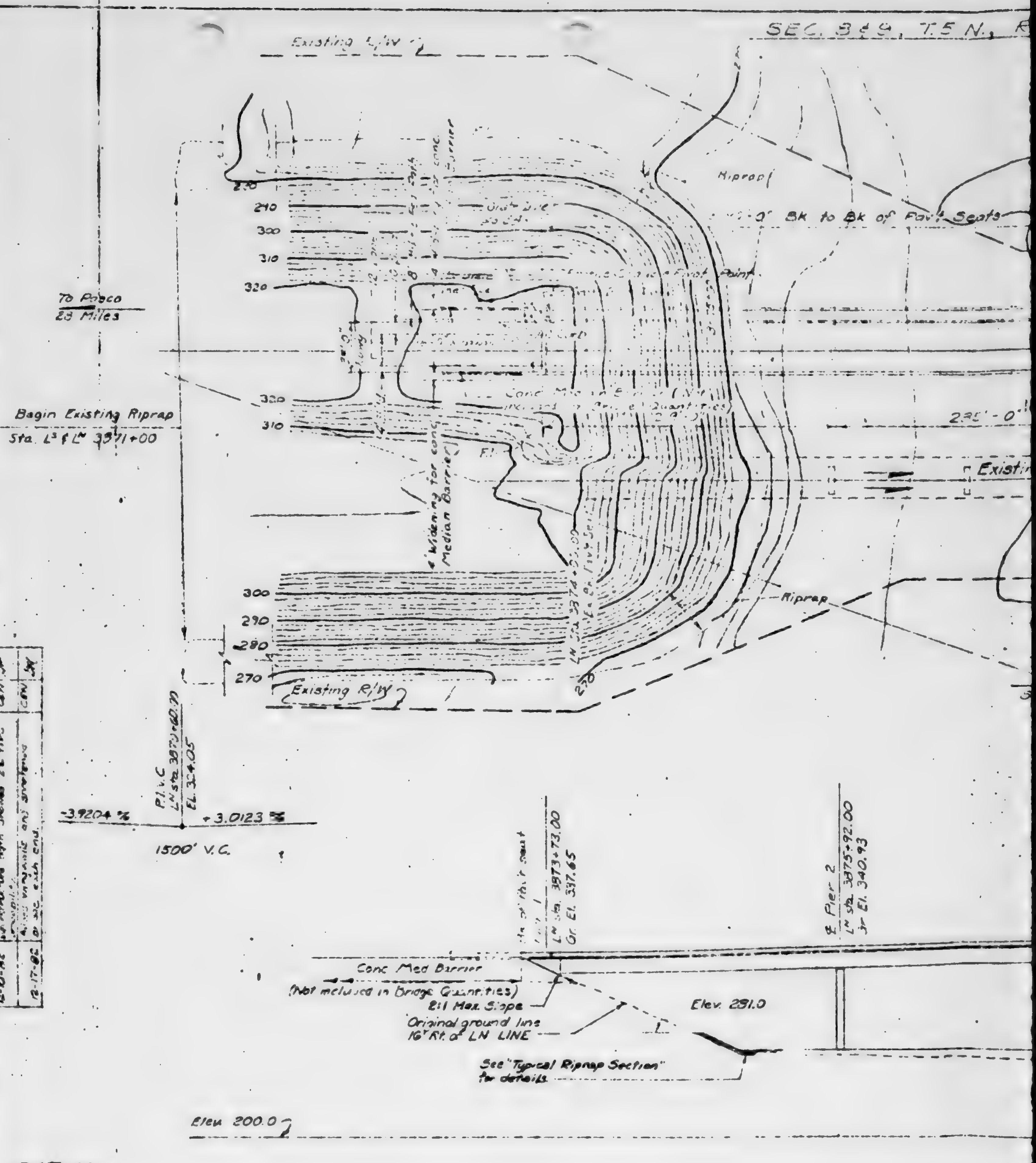
Structure Depth: Varies: 13'-0" min - 31'-0" max. Deck Protection: Epoxy coated rebars with Latex Conc. overlay on Rdwy and Sidewalk
Bridge after approach fill

SR 82 JOB NO 1594 SHEET 1 of 3

DATE	REVISION		APP'D	DATE	REVISION	BY	APP'D
5-28-82	[illegible]	CEN	[illegible]	6-30-82	Rip Rap limits & adjacent cont. per Bar Dr. [illegible]	CEN	[illegible]
[illegible]-8-82	Notes to District & location Pier 1&2	CEN	[illegible]	9-21-82	[illegible] Pier 2 [illegible]	CEN	[illegible]
				12-10-82	Changes per [illegible] Pars 4,5 & 6. Changes superstructure depth Showed 2% [illegible]	CEN	[illegible]
				12-17-82	Added wingwalls and shortened [illegible] each end.	CEN	[illegible]

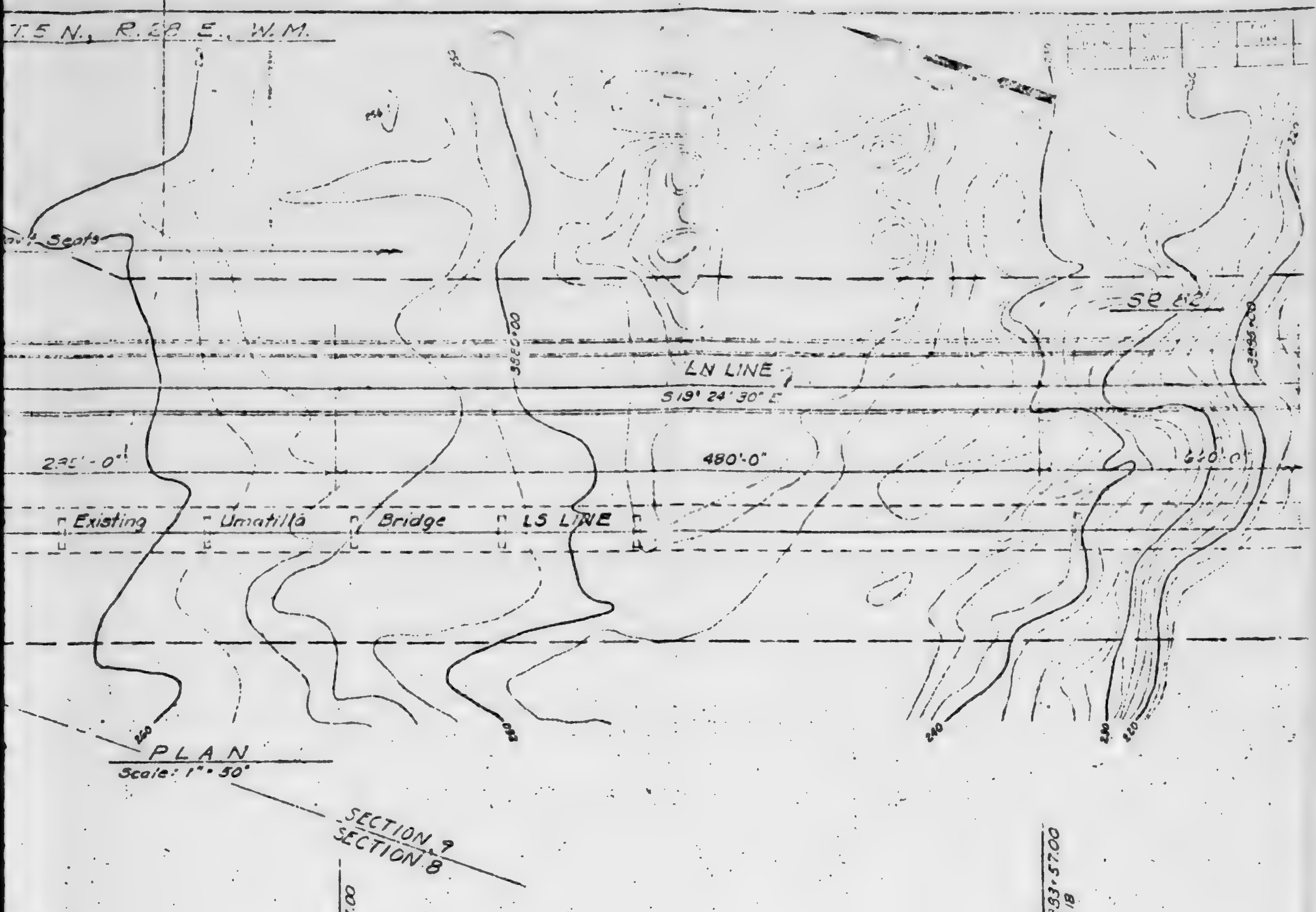
Engineer of Bridge Design	[illegible]	2-82	Designed By			[illegible] By	C. R[illegible]
Supervising Bridge Engr	[illegible]	3-82	Design Checked By			Layout Checked By	C.E. [illegible]son
Reviewed By [illegible]	[illegible]	3-82	Detailed By	R.D., RCB	3-82	Bridge Architect	[illegible]

Coast Guard Permit [illegible]
Permit Target Date



SEC. 8 & 9, T.5 N., R
Existing R/W
Riprap
[illegible]'-0" Bk to Bk of Pav't Seats
To Pasco
28 Miles
Begin Existing Riprap
Sta. L³ & Lᴺ 3871+00
Conc. Median Barrier (Not included in Bridge Quantities)
4' Widening for conc. Median Barrier
235'-0"
Existing
Existing R/W
Riprap
Lᴺ Sta. 3874+[illegible]
280
290
300
310
320
270
P.I.V.C
Lᴺ Sta. 3873+60.00
El. 324.05
-3.9204 %
+3.0123 %
1500' V.C.
Lᴺ Sta. 3873+73.00
Gr. El. 337.65
℄ Pier 2
Lᴺ Sta. 3875+92.00
Gr. El. 340.93
Conc. Med Barrier
(Not included in Bridge Quantities)
2:1 Max. Slope
Original ground line
16' Rt. of Lᴺ LINE
Elev. 281.0
See "Typical Riprap Section" for details
Elev. 200.0
DATUM
N.G.V.D. 1929
E
Grade elev
on Lᴺ Line

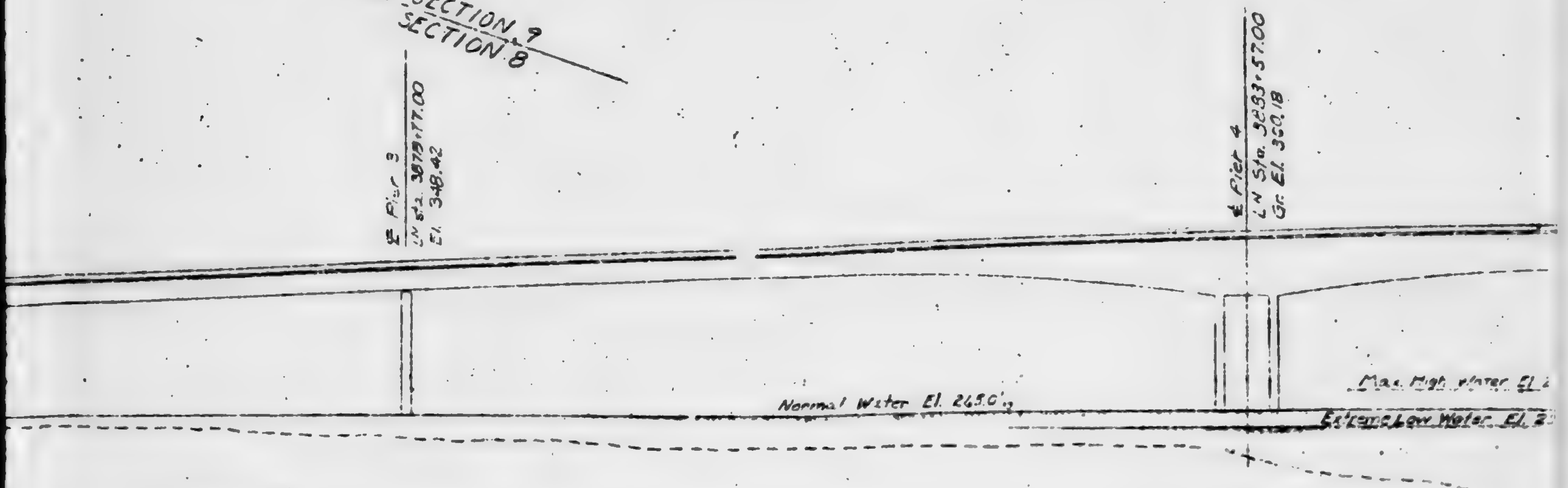
LAYOUT APPROVED BY:
[illegible]
Bridge and Structures Engineer
[illegible]
District Administrator


T.5 N., R.28 E., W.M.
Seats
LN LINE
S 19° 24' 30" E
235'-0"
480'-0"
640'-0"
Existing Umatilla Bridge
LS LINE
3880+00
3895+00
250
240
230
220

PLAN

Scale: 1" = 50'

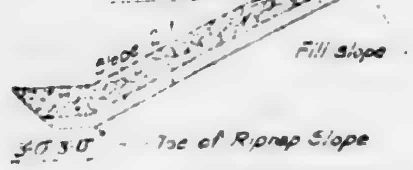
SECTION 9
SECTION 8


℄ Pier 3
LN Sta. 3878+77.00
El. 348.42
℄ Pier 4
LN Sta. 3883+57.00
Gr. El. 350.18
Normal Water El. 265.0'
Max. High Water El.
Extreme Low Water El.

SEG PT BOX GIRDER ALT.
LOADING: HS 20 OR
TWO 24 K AXLES @ 4'-0" TR

ELEVATION

Grade elevations shown are finish grades on LN Line and are .24 below profile grade.

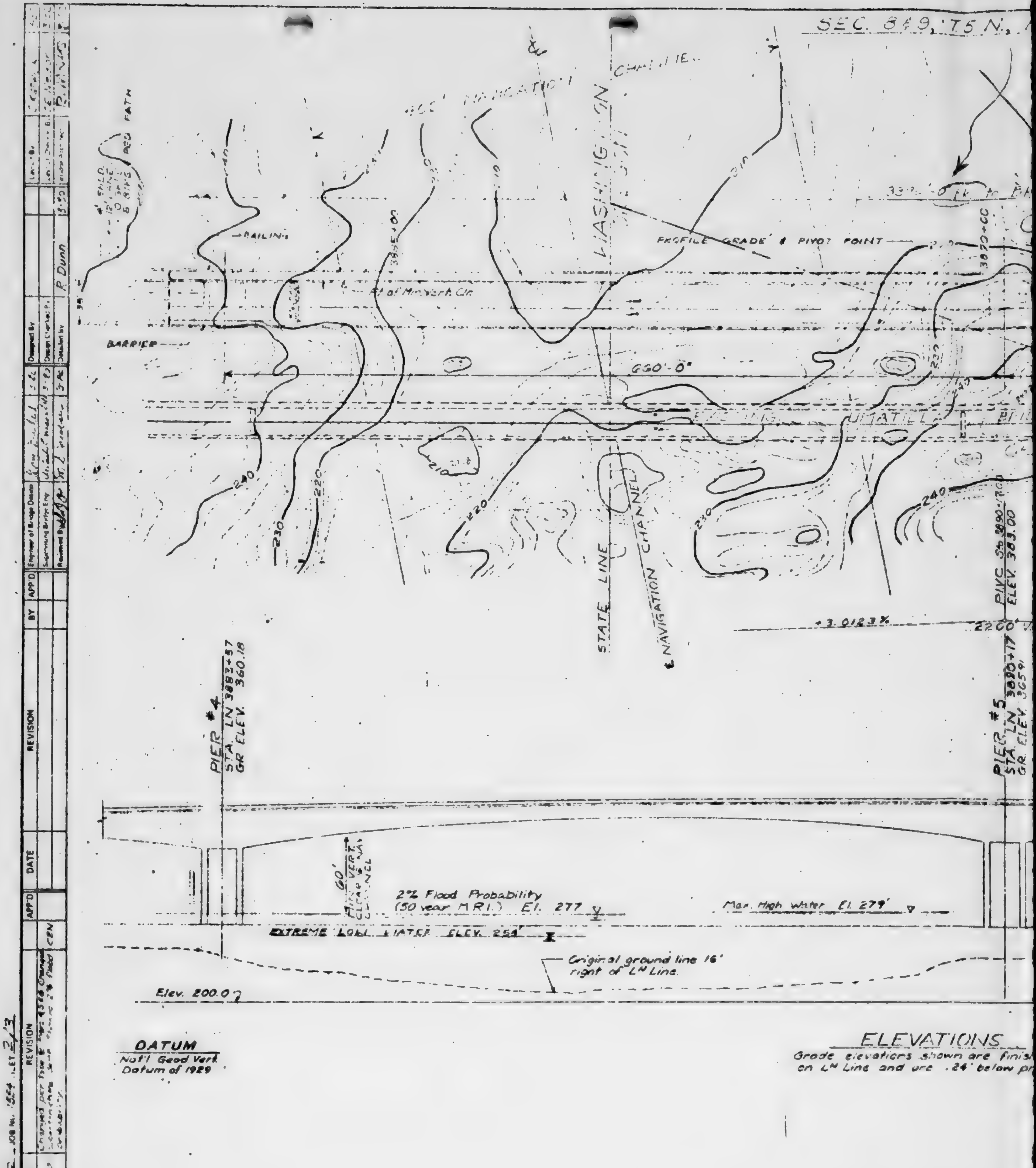

1'-0" Filter Blanket
3'-0" Light Loose Riprap
Elev. 281.0±
Fill slope
3'-0"
Toe of Riprap Slope

TYPICAL RIPRAP SECTION

COLUMBIA R. BR. AT UMA

SHEET 1 OF 3

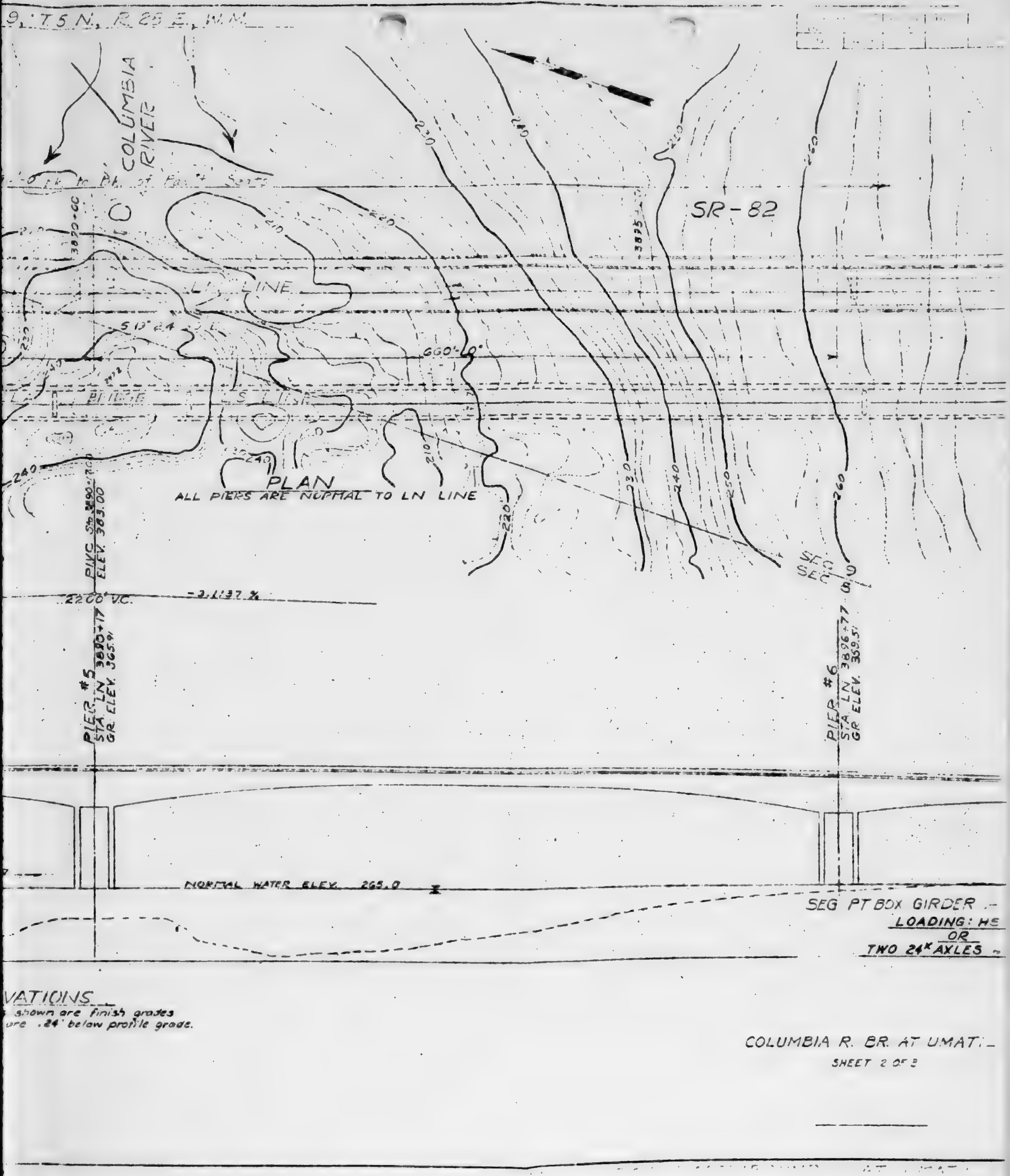
COLUMBIA RIVER - SR COLUMBIA RIVER BRIDGE NORTHBOUND AT UMA


SEC. 8 & 9, T5 N,
NAVIGATION CHANNEL
WASHINGTON
PROFILE GRADE & PIVOT POINT
RAILING
BARRIER
660'-0"
EXISTING UMATILLA BRI
STATE LINE
℄ NAVIGATION CHANNEL
3885+00
3890+00
240
230
220
210
+3.0123%
2200' V.
PIVC Sta 3890+00
ELEV. 383.00
PIER #4
STA LN 3883+57
GR ELEV. 360.18
PIER #5
STA. LN 3890+17
GR. ELEV. 365.9
60' MIN. VERT. CLEAR. ℄ NAV. CHANNEL
2% Flood Probability
(50 year M.R.I.) El. 277
Max. High Water El. 279'
EXTREME LOW WATER ELEV. 254'
Original ground line 16' right of L^N Line.
Elev. 200.0
P. Dunn
DATE
REVISION
APP'D
BY
CEN
SR 82 JOB No. 354 SHEET 2/3

DATUM
Nat'l Geod Vert
Datum of 1929

ELEVATIONS

Grade elevations shown are finis
on L^N Line and are .24' below pr


9, T5N, R.25 E, W.M.
COLUMBIA RIVER
SR-82
LN LINE
S 13° 24' L
BRIDGE
S LINE
660'± 0°
3890+00
3895
210
220
230
240
250
260
PLAN
ALL PIERS ARE NORMAL TO LN LINE
SEC 9
SEC 8
P.I.V.C. Sta. 3890+00
ELEV. 383.00
2200' V.C.
-2.1137 %
PIER #5
STA. LN 3890+17
GR. ELEV. 365.91
PIER #6
STA. LN 3896+77
GR. ELEV. 359.51
NORMAL WATER ELEV. 265.0
SEG PT BOX GIRDER
LOADING: HS
OR
TWO 24K AXLES

VATIONS

shown are finish grades

are .24' below profile grade.

COLUMBIA R. BR. AT UMAT

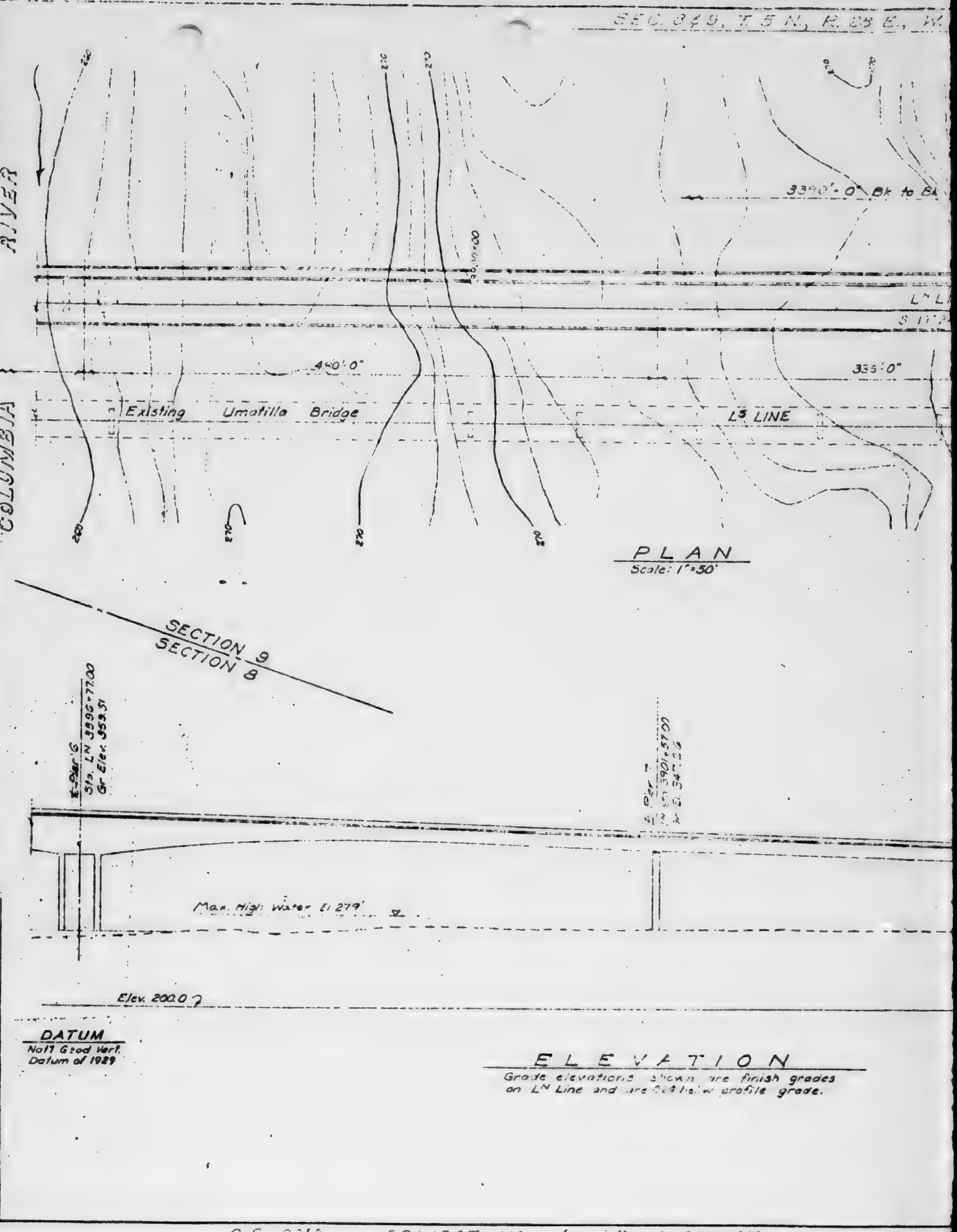
SHEET 2 OF 3

SR 12 JOB NO 1594 SHEET 3 of 3

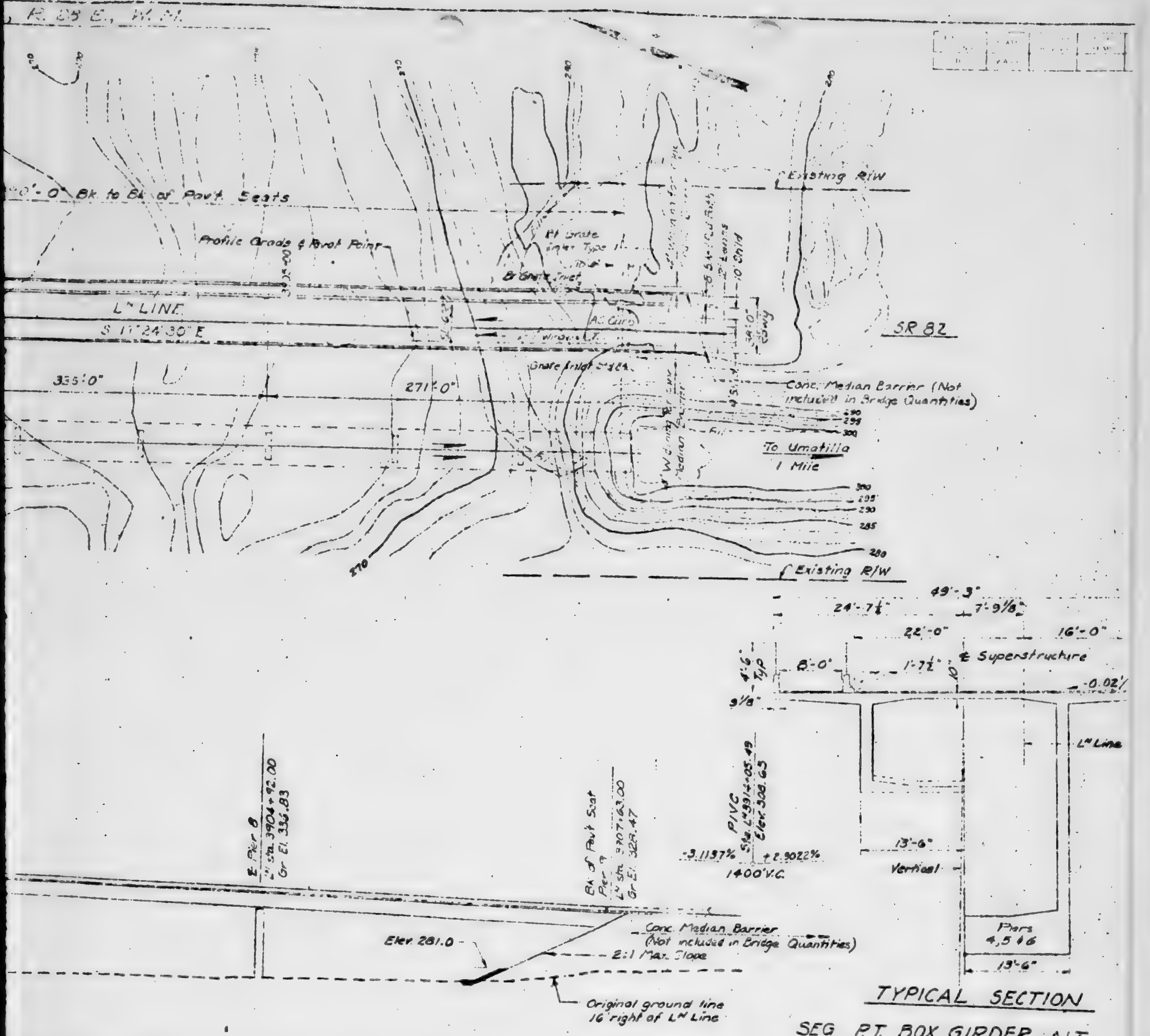
DATE	REVISION	BY	APP'D
[illegible]	[illegible]	CEN	
[illegible]	[illegible]	CEN	

DATE	REVISION	BY	APP'D
12-17-82	Added [illegible] and shortened [illegible]	CEN	

Engineer of Bridge Design
Supervising Bridge Eng.
Prepared By
Designed By
Design Checked By
Detailed By R. Dunn



SEC. 8 & 9, T. 5 N., R. 28 E., W.
COLUMBIA RIVER
270
3390'-0" Bk to Bk
3900+00
L^N LINE
440'-0"
335'-0"
Existing Umatilla Bridge
L^S LINE
PLAN
Scale: 1"=50'
SECTION 9
SECTION 8
℄ Pier 6
Sta. L^N 3896+77.00
Gr Elev. 359.51
℄ Pier 7
Sta. L^N 3901+57.00
Max. High Water El 279'
Elev. 200.0
DATUM
Nat'l Geod Vert. Datum of 1929
ELEVATION
Grade elevations shown are finish grades on L^N Line and are 0.24 below profile grade.


R. 28 E., W.M.
0'- 0" Bk. to Bk. of Pavt. Seats
Profile Grade & Pivot Point
Existing R/W
Pt Grate Inlet Type
Br Grate Inlet
L"' LINE
S 11°24'30" E
AC Curb
Grate Inlet
SR 82
335'-0"
271'-0"
Conc. Median Barrier (Not included in Bridge Quantities)
To Umatilla
1 Mile
290
295
300
285
280
270
Existing R/W
49'-3"
24'-7 1/4"
7'-9 1/8"
22'-0"
16'-0"
8'-0"
1'-7 1/2"
℄ Superstructure
4'-6" Typ
9 1/8"
-0.02'/'
L"' Line
13'-6"
Vertical
Piers 4,5 & 6
13'-6"
℄ Pier 8
L"' Sta. 3904+92.00
Gr El. 336.83
Bk. of Pavt. Seat Pier 9
L"' Sta. 3907+63.00
Gr El. 328.47
P.I.V.C.
Sta. L"' 3914+05.49
Elev. 308.65
-3.1137%
+2.9022%
1400' V.C.
Elev. 281.0
Conc. Median Barrier (Not included in Bridge Quantities)
2:1 Max. Slope
Original ground line 16' right of L"' Line

TYPICAL SECTION

SEG P.T. BOX GIRDER ALT.

LOADING: H.S. 20 OR TWO 24 K AXLES AT 4' CTRS

COLUMBIA R. BR. AT UMATIL

SHEET 3 OF 3

1984 Stafford Rd & Wilsonville 9887
Intchgs. Sec. Pacific Hwy.
(Gr, pv, sign, ill, sig. & ldscp.)

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 1
9002 SE McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

October 27, 1988

In Reply Refer to
File No.:

CITIZENS ADVISORY COMMITTEE

Wilsonville/Stafford Interchanges
Pacific Highway (I-5)

Status of Project

In the minutes of the September 22 and 29 CAC meetings, one item was not clarified: ODOT's current work status on the Stafford and Wilsonville interchange studies. We have stopped all work on these projects awaiting a resolution to the Boeckman interchange issue. ODOT feels that until this question is answered, any further engineering work at Wilsonville or Stafford would be premature. We currently have a no-build decision for Wilsonville, and the Stafford design cannot be finalized until the interchange to the south is defined. When a decision is reached regarding the potential for a Boeckman interchange, ODOT will resume its work on the projects.

Dave Simpson
DAVE SIMPSON
Project Coordinator

DS:po

cc: TAC
Support Staff

RECEIVED
OCT 28 1988
RD/LOC/SPECS OFFICE

AN EQUAL OPPORTUNITY EMPLOYER

J

April 20, 1988

CON 5 - #9887

The Travelers Indemnity Co.
Surety Department
111 S. W. Fifth, #1600
Portland, OR 97204

On February 11, 1987, we notified you that the final payment would be released to Cascade Construction Co., Inc. Liquidating Trust after February 17, 1987, on Contract No. 9887 for work on the Stafford Road Interchange & Wilsonville Interchange of the Pacific Highway in Washington and Clackamas Counties.

Our Accounting office has now notified us that the final contract amount was $705,236.96 including $22,261.25 for work performed under force account.

We are sorry for the delay in notification to you.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Cascade Construction Co., Inc.
Liquidating Trust
P. O. Box 4267
Portland, OR 97208

bc: C. O. Fredrickson
Walt Hart
Hwy. Acctg.
Rick Kuehn

ic cc: OSHD (L. W. Rulien)

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 3	COUNTY WAshington - Clackamas	DIVISION Oregon
DATE OF REPORT 11/25/87	REPORT MADE BY Michael E. Cribb, Highway Engineer Trainee		PROJECT NO. IR-5-5(88)284
COMPLETION DATE (Actual) 8/7/85	ACCEPTANCE DATE BY CONRTACT AGENCY 1/29/87	TIME ELAPSED 102 %	CONTRACT TIME 120 C. D.

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
DEC 8 '87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

Og
12/14

STAFFORD ROAD - WILSONVILLE INTERCHANGE
PACIFIC HIGHWAY
Grading, Paving, Signing, Signals, Illumination & Landscaping

The contract provided for ramp widening and terminal ramp signalization for the Wilsonville and Stafford Road interchanges on I-5.

The contract was awarded to Cascade Construction Company on September 14, 1984. Work began on April 2, 1985 and was completed on October 11, 1985. The contractor overran the contract time of 120 calendar days by three days. However, a three day time extension was granted. The final cost of the project underran the original authorization of $803,886 by two percent.

The contract work has been satisfactorily completed and acceptance is recommended.

NOTED
W. E. SCHWARTZ

- MEC -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Michael E. Cribb		SIGNATURE	
TITLE Highway Engineer Trainee	DATE 12-4-87	TITLE District Engineer A	DATE 12-7-87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

July 6, 1987

CON 5 - 9940, 9887, & 9928

Gleaves, Swearingen, Larsen & Potter
Law Offices
P.O. Box 1147
Eugene, OR 97440

Attention: Frederick A. Batson

As requested in your letters of June 10, we are supplying information concerning the following contracts:

Contract No. 9940 - Irrigon Junction Interchange Project, Morrow County. Contract has not been completed or accepted. Our Field Office advises that there is still some necessary paperwork to be completed. The contract was executed by the State Highway Engineer on January 17, 1985.

Contract No. 9887 - Stafford Road Interchange and Wilsonville Interchange Project, Washington and Clackamas Counties. Contract was completed on November 12, 1986, and accepted by the State Highway Division on January 29, 1987. The contract was executed by the State Highway Engineer on September 25, 1984.

Contract No. 9928 - Park Place-Clackamas Community College Project, Clackamas County, has not been completed or accepted. The contract was executed by the State Highway Engineer on December 5, 1984. Our Field Office advises that there is a plant establishment period so it will be Fall before the contract is finalized.

If we can be of any further help, please let us know.

Fran Neavoll
COMMISSION SERVICES

LAW OFFICES

GLEAVES SWEARINGEN LARSEN & POTTER

VERNON D. GLEAVES
ARLEN C. SWEARINGEN
ERIC L. LARSEN
STANDLEE G. POTTER
JOHN F. RODDA
MICHAEL E. FARTHING
MELVIN J. BECK
STEPHEN O. LANE
WILLIAM S. WILEY
WILLIAM H. MARTIN

MARTHA J. RODMAN
JON V. BUERSTATTE
FREDERICK A. BATSON
JOSEPH W. WEST
GREGORY E. PRICE
JENNIFER L. COOK

OF COUNSEL
RONALD W. HUSK

975 OAK STREET, EIGHTH FLOOR
EUGENE, OREGON 97401
TELEPHONE
(503) 686-8833
CORRESPONDENCE
P.O. BOX 1147
EUGENE, OREGON 97440
TELECOPIER
(503) 342-3638

LAWRENCE T. HARRIS (1873-1960)
EDWARD A. BUTLER (1905-1981)

June 10, 1987

Commission Services
Attn: Fran Neavoll
Department of Transportation
Transportation Building
Salem, OR 97310

Re: ODOT Contract No. "CON 5-9887" and
ODOT Contract "CON 5-9928"

Commission Services:

This firm has been retained to represent Farwest Steel Corporation in connection with bond claims on the above-referenced contracts. Enclosed for your reference are copies of your receipt of Farwest's notice of claim on each of the bond projects.

In connection with both of the projects, it is vital we know the date on which the prime contract was executed by the State and whether that project has been accepted by the State, and if so, on what date. If you have this information available to you, we would appreciate it if you could give us a written response specifying the date the prime contract was executed by the State; whether the project has been accepted by the State, and if so on what date. If you do not have the information, could you please call and nofify us who to be contacting at the Department of Transportation.

Thank you for your cooperation.

Sincerely,

Frederick A. Batson

FAB:smm

cc: Client

[illegible]

#9928 has plant establish
[illegible]
Sept or after

RECEIVED
JUN 11 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 14, 1986

In Reply Refer To
File No.: CON 5 - #9887

Farwest Steel Corporation
P.O. Box 889
Eugene, OR 97440

Attention: C. W. Cooley
Treasurer

We have received your Notice of Claim dated November 10, 1986, with attached invoice, filing a claim against the following Highway Division contract:

FILED BY: Farwest Steel Corporation

AMOUNT: $15,268.73 including service charges through 10/31/86

FOR: Structural steel

AGAINST (PRIME CONTRACTOR): Cascade Construction Company, Inc.

FURNISHED TO: Ron Platt Mfg.

CONTRACT NO.: 9887

PROJECT: Stafford Road Interchange and Wilsonville Interchange Section, Pacific Highway, Washington and Clackamas Counties

SURETY: The Travelers Indemnity Co.

We will advise the surety and the contractor of the receipt of this claim. We note you have already filed with the Secretary of State.

Please advise this office when your claim has been settled.

Fran Neavoll
Fran Neavoll
COMMISSION SERVICES

RECEIVED
JUN 11 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

The Travelers Indemnity Co.
Surety Department
111 SW Fifth, #1600
Portland, OR 97204

COPY

731-0146 (5-85)

9887

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9887

TO: Commission Services

DATE: January 29, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9887, On Site Work Substantially Completed August 7, 1985

All Work Completed: November 12, 1986

Project: Stafford Road Interchange and Wilsonville Interchange

Highway: Pacific

County: Washington and Clackamas

Type of Work: Grading, Paving, Signing, Signals, Illum. & Landscape

Contractor: Cascade Construction Co., Inc.

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-11-87 - Surety letter written.

RECEIVED
FEB -4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9887

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE 222 6421
Equal Opportunity Employer

December 24, 1986

Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Attention: Janice M. Henry, Contract Accounting Supervisor

Enclosed are Assignment of Claims by Cascade Construction Company, Inc. to Cascade Construction Company, Inc. Liquidating Trust for the amount we have pledged in lieu of retainages and I assume any other payments to be received. This is the vehicle needed to allow Cascade to liquidate yet somehow the tag-end items must be cleared. The Surety has signed and one Power of Attorney is enclosed as documentation.

Our $258,000 U. S. National Bank Time CD matures Monday, December 29. I will renew it in the same amount in the name of Cascade Construction Company, Inc. As it matures Lakeside Industries should have been assigned Contract 10,190 which will release $125,000 as I believe that they will post securities also. If this isn't clear, please call me on Monday.

Best regards,

CASCADE CONSTRUCTION COMPANY, INC.

Jon

Jon E. Morris, President (short term)

JEM:mk

cc: Connie Angel, Asst. Manager
Safekeeping Dept.
U. S. National Bank of Oregon
P. O. Box 4412
Portland, OR 97208

cc [illegible] & ca. att'ys [illegible]
[illegible] Rick
Bill A[illegible]
original in [illegible] attys
Hwy

RECEIVED
HIGHWAY ACCOUNTING

**Cascade
Construction
Company, Inc.**

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

December 24, 1986

Connie Angel, Assistant Manager
Safekeeping Dept.
U. S. National Bank of Oregon
P. O. Box 4412
Portland, OR 97208

RE: Cascade Construction Company, Inc.

Dear Ms. Angel:

Enclosed are copies of Assignments of Claim which we have delivered to the Highway Division of the Oregon Department of Transportation which assign the current deposit safekeeping receipt No. 269086 and any replacements or substitutions thereof from Cascade Construction Company, Inc. to Jon E. Morris, Trustee under the Cascade Construction Company, Inc. Liquidating Trust.

As funds are released by the State of Oregon they should be delivered to the trustee of the liquidating trust at P. O. Box 4267, Portland OR 97208 or bank transfer.

If you have any questions, please call me.

Very truly yours,

Jon E. Morris
Trustee for The Cascade Construction
Company, Inc. Liquidating Trust

JEM:mk

Enclosure

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P.
Award for outstanding achievement in protecting the environment.

ASSIGNMENT OF CLAIM

Contract No.: OSHD 9887

FOR THE CONSIDERATION OF the covenants and conditions set forth in that ~~($) Dollars, to paid,~~ certain Cascade Construction Company, Inc. Liquidating Trust (the "Trust"), CASCADE CONSTRUCTION COMPANY, ~~hereby sell, assign and transfer the within claim for~~ INC., and Oregon corporation, hereby sells, assigns and transfers the within claim for retainage in the amount of Fifteen Thousand Dollars ($15,000) and the deposit to secure said retainage represented by U. S. National Bank of Oregon Safekeeping Receipt No. 269086, and any replacements or substitutions for said safekeeping receipt, and interest thereon as well as any additional funds that may be allocated to said contract under said safekeeping receipt, or any replacement or substitution thereof, together with all other sums due or to become due under said Contract

to JON E. MORRIS, Trustee, under the Trust and authorize and empower said JON E. MORRIS, Trustee to act as agent for Cascade Construction Company, Inc. and in its name, place and stead, to verify said claim and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon or the various counties within the State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of person's furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

Witness my hand this 22 day of December, 19 86

Executed in the presence of us as witnesses:

James R. Moore
Witness

Donna J. Benfield
Witness

APPROVED
Chief Counsel

CASCADE CONSTRUCTION COMPANY, INC.
By:
CONTRACTOR

The Travelers Indemnity Company
By: Dean R. Pottle
SURETY
ATTORNEY-IN-FACT

734-1204(1-84)

The Travelers Indemnity Company

Hartford, Connecticut

If necessary, validation of this power of attorney is available at (203) 277-7839. Collect calls will be accepted

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

_____ Dean R. Petitt of Portland, Oregon _____

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

_____ Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof _____

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following Resolutions adopted by the Board of Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 1st day of November, 1985 which Resolutions are now in full force and effect:

> VOTED: That the Chairman of the Board, the President, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Corporate Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.
>
> VOTED: That any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, any Executive Vice President, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by the Corporate Secretary or any Department Secretary or any Assistant Corporate Secretary or any Assistant Department Secretary, or shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent, pursuant to and within the limits of the authority granted by his or her power of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 1st day of November, 1985:

> VOTED: That the signature of any officer authorized by Resolutions of this Board and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

_____ This power of attorney revokes any and all powers of attorney dated prior to November 1, 1985. _____

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 1st day of November 19 85.

THE TRAVELERS INDEMNITY COMPANY

By D L Banta

Secretary, Surety

S-2242 Rev. 9-85 Printed in U.S.A.

(Over)

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

TO: THE FILES

DATE: December 24, 1986

FROM: O. B. Jackmond

O. B. Jackmond
Contract Administration Engineer

SUBJECT: Cascade Construction Company Projects

I spoke with Jon Morris, Cascade Construction Company, on December 19, 1986, about the status of ODOT contracts held by Cascade. Cascade has been sold to Lakeside Industries. Jon advised me that Contract No. 10190 was being assigned in total to Lakeside and that the eight (8) remaining Cascade contracts were being assigned to Jon E. Morris Holding Company.

[illegible] Payment

I advised Jon that we had a contract with Cascade Construction Company, and no one else, and that proper assignments would have to be made to accomplish what they intended to do. I also advised him that the "Assignment of Claim" form provided by the Division was not sufficient to assign the entire contract, but was o.k. for assigning proceeds (money payment) of the contract. Further, Jon was advised that the matters of insurance and bond must be covered as specified under the contract and to our satisfaction before we could agree to their proposed total contract assignments.

Jon Morris advised me that John Mosser was his attorney and was handling this matter. He further suggested that Jack Sollis contact Mr. Mosser at 224-5430 so that there was no misunderstanding as to what was required.

Attached is a listing of ODOT-Cascade contracts that have not yet been finaled.

OBJ:mk

Attach.

cc: W. E. Schwartz
Commission Services
Al Harwood
Jack Sollis
Vern Skoog
Bruce Walton
Bill Anhorn

12241m

RECEIVED
DEC 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

CASCADE CONSTRUCTION COMPANY
ACTIVE PROJECTS NOT ACCEPTED
AS OF DECEMBER 19, 1986

✓* 9887	Stafford Road-Wilsonville Interchange
* 9904	SW Jean Road-SW Madrona
*10037	Clackamas Hwy.-Clackamas Bridge
*10112	Sandy River-Corbett Interchange
*10181	Villa Road Connection to Hillsboro-Silverton Hwy.
**10190	NE 60th Ave.-NE 82nd Ave.
*10250	UPRR O'Xing-N. Vancouver Ave.
*10253	District 2A Paving Project
*10317	East Marquam Street (Portland)

* Project complete. State checking final records, and any deficiencies found in records required of the contractor must be provided, corrected or satisfied. Contractor records must be available for three years after final acceptance. Surety must remain bound. All contractor warranties must remain in full force and effect.

** Project not complete. On-site work remains to be done. Assignee must comply with all contract provisions.

RECEIVED
DEC 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

November 12, 1986

Jon E. Morris, President
Cascade Construction Company, Inc.
General Contractors
P. O. Box 4267
Portland, Oregon 97208

RE: Your Letter November 3, 1986

Dear Mr. Morris:

The Highway Division will require that all contracts listed in your letter of November 3, 1986 be assigned from Cascade Construction Company to Lakeside Industries and that such assignment be approved by the Highway Division. I would therefore suggest that you prepare the necessary assignment papers and forward them to Mr. Pat Schwartz, Assistant State Highway Engineer.

The assignments will also require the consent of the surety on each contract.

Very truly yours,

Jack L. Sollis, Attorney in Charge
Finance and Government Section

JLS:bk

cc: Fran Neavoll
Pat Schwartz

12/16 forms sent
to Jon
SOB

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

RECEIVED
NOV 07 1986
LEGAL

November 3, 1986

Dept. of Transportation
Transportation Building
Salem, OR 97310

Attention: George Bell, Assistant Director

Effective January 1, 1987, Lakeside Industries, P. O. Box 1379, Bellevue, Washington 98009 will purchase the construction equipment of Cascade Construction and assume all construction commitments for projects not essentially completed at that date. Cascade has the following open contracts with the Oregon Dept. of Transportation:

CONTRACT #	DESCRIPTION
✓9887	Stafford Road Interchange & Wilsonville Interchange
9901	N. E. Union Avenue - North Marine Drive (Portland)
9904	S. W. Jean Road - S. W. Madrona Street (Lake Oswego)
10,037	Clackamas Highway - Clackamas Bridge
10,112	Sandy River - Corbett Interchange
10,181	Villa Road Connection (Newberg)
10,190	N. E. 60th Avenue - N. E. 82nd Avenue
10,250	UPRR O'Xing - North Vancouver Avenue
10,253	District 2A Paving Projects
10,317	East Marquam Street Project

All of the projects noted are essentially complete with the exception of OSHD 10,190 which will not complete until the summer of 1987. Lakeside Industries is prepared to step into Cascade's position for this project and I must assume that your agency has some provision to accomplish the transfer. Please advise as to the transfer requirements. I will be writing all of the Project Managers for the remaining projects requesting immediate notification of any punch list items or paperwork known to be missing at this time. We will attempt to solve any open items before December 31, 1986 but in any event Lakeside will complete any remedial work required in 1987 for Cascade's account.

OREGON C.U.P. *(Cleaning Up Pollution)* **AWARD — 1974, 1975, 1976**
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Your prompt attention to my request regarding OSHD 10,190 will be appreciated for we would like to have all of the transfers in place by year-end.

Best regards,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris

Jon E. Morris
President

JEM:mk

cc: File

RECEIVED
NOV [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

11/6/86
asked Sollis
what to do
Gw

CL 1986-0329

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 18 1986
BARBARA ROBERTS
SECRETARY OF STATE

November 14, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9887

Farwest Steel Corporation
P.O. Box 889
Eugene, OR 97440

Attention: C. W. Cooley
Treasurer

We have received your Notice of Claim dated November 10, 1986, with attached invoice, filing a claim against the following Highway Division contract:

FILED BY:	Farwest Steel Corporation
AMOUNT:	$15,268.73 including service charges through 10/31/86
FOR:	Structural steel
AGAINST (PRIME CONTRACTOR):	Cascade Construction Company, Inc.
FURNISHED TO:	Ron Platt Mfg.
CONTRACT NO.:	9887
PROJECT:	Stafford Road Interchange and Wilsonville Interchange Section, Pacific Highway, Washington and Clackamas Counties
SURETY:	The Travelers Indemnity Co.

We will advise the surety and the contractor of the receipt of this claim. We note you have already filed with the Secretary of State.

Please advise this office when your claim has been settled.

Fran Neavoll
COMMISSION SERVICES

RECEIVED
NOV 19 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

The Travelers Indemnity Co.
Surety Department
111 SW Fifth, #1600
Portland, OR 97204

NOTED ON CARD
11-19-86 cc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

[illegible]

FARWEST STEEL
Corporation

November 10, 1986

NOTICE OF CLAIM

(OREGON PUBLIC WORKS)

TO: Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned, Farwest Steel Corporation has a claim for Structural Steel in the sum of Fifteen Thousand Two Hundred Sixty Eight and 73/100 Dollars ($15,268.73) [$11,355.01 in materials and $3,933.72 in service charges through 10/31/86. Service charges continue to accrue at $5.59 per diem until material invoices are paid.] against the bond taken from Cascade Construction Co., Inc. as principal, and The Travelers Indemnity Company as surety or sureties for the work of the Oregon Department of Transportation, Contract No. 9887, Stafford Road- Wilsonville, Clackamas, and Washington Counties.

Dated this 10th day of November, 1986.

Farwest Steel Corporation

C. W. Cooley
Treasurer

CWC/slh

RECEIVED
NOV 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: **2000 Henderson Ave. • Eugene, OR 97403**

PLATT MFG.; RON 71027
200 S.E. BRIDGEFORD BLVD.
BEND OR 97702 6/80 AR-01

RECEIVED
1986
COMMISSION SERVICES
OF TRANSPORTATION

JOB 0012 CSHD 9887-STAFFORD RD-WILSONVILLE

DSB 0/00 UACM 0/00 FIN STMT 0/00 BANK STRCM TERMS
CREDIT GUIDE HIGH BAL THIS YEAR 204,674

84-066037	12/11/84	INVOICE	112982	1,302.18	1,302.18	536
84-068293	12/21/84	INVOICE	113025	909.00	909.00	526
84-068294	12/21/84	INVOICE	113026	1,177.17	1,177.17	526
84-068295	12/21/84	INVOICE	113027	634.90	634.90	526
84-068296	12/21/84	INVOICE	120439	7,202.99	7,202.99	526
84-068948	12/28/84	INVOICE	122223	108.77	108.77	519
85-008102	2/19/85	SVC CHARGE	S01301	89.89	89.89	406
85-013140	3/19/85	SVC CHARGE	S02290	209.16	209.16	438
85-017908	4/15/85	SVC CHARGE	S03261	231.26	231.26	411
85-023965	5/16/85	SVC CHARGE	S04257	223.80	223.80	380
85-030006	6/17/85	SVC CHARGE	S05286	231.26	231.26	348
85-035669	7/16/85	SVC CHARGE	S06286	223.80	223.80	319
85-041811	8/15/85	SVC CHARGE	S07257	172.98	172.98	289
85-047921	9/17/85	SVC CHARGE	S08253	172.98	172.98	256
85-052927	10/10/85	SVC CHARGE	S09259	167.40	167.40	233
85-060407	11/14/85	SVC CHARGE	S10263	172.98	172.98	198
85-065878	12/17/85	SVC CHARGE	S11284	167.40	167.40	165
86-002087	1/14/86	SVC CHARGE	S12300	172.98	172.98	137
86-008468	2/18/86	SVC CHARGE	S01277	172.98	172.98	102
86-012693	3/12/86	SVC CHARGE	S02257	156.24	156.24	80
86-018439	4/10/86	SVC CHARGE	S03274	172.98	172.98	51
86-025172	5/14/86	SVC CHARGE	S04274	167.40	167.40	17
86-030253	6/09/86	SVC CHARGE		172.98	172.98	
JUNE THROUGH OCTOBER		SVC CHARGES		855.25	855.25	

10-31-86 BALANCE 15,268.73

FARWEST STEEL
Corporation

November 10, 1986

NOTICE OF CLAIM

(OREGON PUBLIC WORKS)

TO: Secretary of State
Barbara Roberts
State Capital Building Room 141
Salem, Oregon 97310-0722

NOTICE IS HEREBY GIVEN That the undersigned, Farwest Steel Corporation has a claim for Structural Steel in the sum of Fifteen Thousand Two Hundred Sixty Eight and 73/100 Dollars ($15,268.73) [$11,355.01 in materials and $3,933.72 in service charges through 10/31/86. Service charges continue to accrue at $5.59 per diem until material invoices are paid.] against the bond taken from Cascade Construction Co., Inc. as principal, and The Travelers Indemnity Company as surety or sureties for the work of the Oregon Department of Transportation, Contract No. 9887, Stafford Road- Wilsonville, Clackamas, and Washington Counties.

Dated this 10th day of November, 1986.

Farwest Steel Corporation

C. W. Cooley
C. W. Cooley
Treasurer

CWC/slh

COPY

RECEIVED
NOV 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

FARWEST STEEL
Corporation

NOTICE OF CLAIM ON PAYMENT BOND

(OREGON PUBLIC WORKS)

STATE OF OREGON)
) ss.
LANE COUNTY)

TO: Cascade Construction Co. Inc.
P. O. Box 4267
Portland, OR 97208

YOU ARE HEREBY NOTIFIED That the undersigned, Farwest Steel Corporation has a claim in the sum of Fifteen Thousand Two Hundred Sixty Eight and 73/100 ($15,268.73) [$11,335.01 in materials and $3,933.72 in service charges through 10/31/86. Service charges continue to accrue at $5.59 per diem until material invoices are paid.], due against the bond taken from Cascade Construction Co., Inc., as principal and The Travelers Indemnity Company as surety, for the work or labor and materials performed or furnished by us on the Oregon Department of Transportation Contract No. 9887.

YOU ARE HEREBY NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following: Structural Steel

That the labor and/or materials above-described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public boy above-described, to wit:

Oregon Department of Transportation
Contract No. 9887
Stafford Road - Wilsonville
Clackamas and Washington Counties

That said materials and/or labor were furnished to and received by Ron Platt Mfg. with the authority to receive the same and that a claim for payment therefore is hereby asserted against you.

That the last performance of labor and/or furnishing of materials by the undersigned was on the 21st day of December, 1984, which labor was performed and/or materials were furnished as follows: Structural Steel

You are notified and notice is sent pursuant to and in complience with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above-claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 10th day of November, 1986.

Farwest Steel Corporation

G. W. Cooley, Treasurer

RECEIVED
NOV 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COPY

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

August 28, 1986

CON 5 - #9887

C-2 Utility Contractors, Inc.
P.O. Box 683
Eugene, OR 97440

Attention: M. Scott Saunders
Secretary/Treasurer

Thank you for your letter of August 4, 1986, advising us that you have received a check from Cascade Construction Company in the amount of $5,379.91. This pertained to a claim in the amount of $14,251.02 filed on April 28, 1986.

You state this is in reference to the Cascade Construction Company, Inc., Contract No. 9887 for work on the Stafford Road Interchange and Wilsonville Interchange Section of the Pacific Highway in Washington and Clackamas Counties.

This information will be noted in our records and we will advise the surety and the contractor.

Please let us know in writing if the remaining portion of your claim has been paid.

George Bell
Assistant Director

cc: Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

The Travelers Indemnity Co.
Surety Department
111 S.W. Fifth, #1600
Portland, OR 97204

bc: Secretary of State: Filed 5-19-86. CL 1986-0189

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
8-28-86 cc

C-2 UTILITY CONTRACTORS, INC.

P.O. BOX 683 • 3698 FRANKLIN BLVD.
EUGENE, OREGON 97440
TELEPHONE: 503-741-2211

August 4, 1986

Robert W. Gormsen
Department of Transportation
Transportation Building
Salem, OR 97310

RE: CON 5 - ~~#10,025~~ 9887

Dear Mr. Gormsen,

We are in receipt of Cascade Construction Company, Inc.'s check in the amount of $5,379.91, which was the sum that we agreed on to settle our claims on the Stafford Road - Wilsonville Interchange Project.

Thank you for your help insettling this matter.

Sincerely,

M. Scott Saunders

M Scott Saunders
Secretary/ Treasurer

MSS/jm

cc: Cascade Construction Company

RECEIVED
AUG 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0189

7887

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 19 1986
BARBARA ROBERTS
SECRETARY OF STATE

May 16, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9887

C-2 Utility Contractors, Inc.
P.O. Box 683
Eugene, OR 97440

Attention: M. Scott Saunders
Secretary-Treasurer

We have received your letter of April 28, 1986, with attached documentation, filing a claim against the following Highway Division contract:

FILED BY:	C-2 Utility Contractors, Inc.
AMOUNT:	$14,251.02
AGAINST (PRIME CONTRACTOR):	Cascade Construction Company, Inc.
SUBCONTRACTOR:	Mid Continent Industrial Services
CONTRACT NO.:	9887
PROJECT:	Stafford Road Interchange and Wilsonville Interchange Section, Pacific Highway
SURETY:	The Travelers Indemnity Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/21/86 CB

RECEIVED
MAY 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

The Travelers Indemnity Co.
Surety Department
111 S.W. Fifth, #1000
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

C-2 UTILITY CONTRACTORS, INC.

P.O. BOX 683 • 3698 FRANKLIN BLVD.
EUGENE, OREGON 97440
TELEPHONE: 503-741-2211

April 28, 1986

Robert Gormsen
Oregon Department of Transportation
Room 121, State Transportation Bldg.
Salem, OR 97310

Dear Robert,

I would like to thank you for your help on how to file a claim through the State. Listed below is our claim against Mid Continent Industrial Services which is for O.S.H.D. No. 9887, Stafford Interchange and Wilsonville Interchange (Illumination and Traffic Signal Installation). The general contractor on the project was Cascade Construction Company Inc. and MCIS was their electrical subcontractor, to whom we were a subcontractor.

In the performance of the contract we ran into various changes. Cascade Construction layed CTB (Concrete Treated Base) in our way so we had to remove and repair. Cascade Construction also damaged an illumination circuit which we retrenched for them. This is outlined in the attached letter fromC-2 to MCIS explaining what the actual billing is. Also attached is a letter from Cascade Construction to MCIS telling them what part of the extra billing they were going to pay.

As I stated in my letter to MCIS, Lyle Speer the president of MCIS and I had a meeting in March and he agreed to pay the amounts shown in my letter. I've tried for over a month to talk to Gary H. Nicholson, V.P. Finance for MCIS, about payment, but he will not return any of my calls. Lyle Speer is no longer with MCIS.

MCIS has been paid the amount for the extra work which we performed for them, but they have not passed any payments on to us. Again, see attached letter from Cascade to MCIS.

As you read through the attached information I'm sure you may have a few questions. Please give me a call.

Again, I would like to thank you for your help.

Sincerely,

M. Scott Saunders

M. Scott Saunders
Secretary/Treasurer

MSS/jm
enclosures

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

C-2 UTILITY CONTRACTORS, INC.

P.O. BOX 683 • 3698 FRANKLIN BLVD.
EUGENE, OREGON 97440
TELEPHONE: 503-741-2211

April 23, 1986

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MCIS
P.O. Box 1688
Albany, OR 97321

Attention: Garry H Nicholson, V.P. Finance

RE: Stafford Road Interchange-Wilsonville Interchange

Dear Gary,

After reviewing our accounts receivable report I see that the above referenced project has a sizeable amount still outstanding. This project has been a problem from the start and still seems to be. The original bid was for $25,752.00, but along the way the general contractor caused both of us considerable problems and cost by laying down concrete treated base material before we could get our trenching done. Also, they damaged an illumination circuit which we had to retrench. The cost of the extra work was billed to MCIS and then billed to Cascade, which they contested. A meeting was held with all parties present with no results.

In March-Lyle and I had a meeting and we agreed to the following:

1. MCIS would pay the total original bid amount.
2. MCIS was responsible for $1,200.00 of the extra work for cutting out and backfill around J-Box location.
3. Lyle said that Cascade had agreed to pay both the $9,100.93 for the cost of the illumination repair and the cost to cut through the CTB that Cascade layed in our way ($1,170.18) and around the pole base locations. (See attached letter from Cascade dated March 24, 1986.)

In addition to the above problems the actual construction units were off on the basic bid which ran the cost over the original bid amount.

Below is a final breakdown of what is still outstanding:

Original bid amount	$	25,752.00
Extra agreed on by Lyle for cutting out CTB at J-Box location and repair		1,200.00
Extra agreed on by Cascade for repair of illumination		9,100.93
Extra charge for cutting CTB at pole base location - agreed by Cascade		1,170.18
Total Due	$	37,223.11
Amount paid to date, MCIS check #102419		22,972.09
Balance Due	$	14,251.02

The previous billing for the above work was in excess of $48,000.00 and C-2 is taking an $11,000.00 plus bath since Cascade is not going to pay for all the additional costs and problems that they caused us because of them laying the CTB.

If you have any questions, please give me a call.

Sincerely,

M Scott Saunders

M Scott Saunders
Secretary/Treasurer

MSS/jm

enclosures

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

mcis
mid continent
industrial services

DEAR SUPPLIER:

SINCE WE HAVE OUTSTANDING INVOICES WITH YOUR COMPANY I FEEL THAT YOU ARE DUE A PERSONAL WORD OF EXPLANATION REGARDING YOUR INVOICES AND OUR PLANS TO PAY THEM. UNDER NORMAL CIRCUMSTANCES WE MAY HAVE, AT ANY GIVEN TIME, ONE OR TWO OF OUR CLIENTS WHO DELAY PAYMENT TO US BECAUSE OF HIS OWN CASH FLOW PROBLEMS OR FOR OTHER REASONS. THIS KIND OF DELAY, WHILE AN ANNOYANCE, DOES NOT USUALLY IMPACT OUR ABILITY TO PAY OUR OWN BILLS.

TODAY, HOWEVER, WE FIND OURSELVES IN THE POSITION OF HAVING SEVERAL CLIENTS WHO REPRESENT VERY MAJOR PROJECTS TO US, DELAYING PAYMENT, LARGELY DUE TO THEIR OWN INTERNAL CASH FLOW PROBLEMS. THE CUMULATIVE EFFECT ON US HAS BEEN TO DRASTICALLY REDUCE THE TOTAL CASH INFLOW TO THE POINT THAT YOUR INVOICES, WHICH REPRESENT MATERIALS AND SERVICES WHICH WERE USED ON THESE PROJECTS, ARE NOW PAST DUE. I THINK IT IS IMPORTANT TO NOTE THAT THESE CLIENTS ARE NOT CHALLENGING THE VALIDITY OF OUR INVOICES, NOR DO THEY DENY THAT THE MONIES ARE DUE US. THEY SEEM TO BE DEALING WITH EITHER INTERNAL CASH FLOW PROBLEMS OR A LABORIOUS INTERNAL PAPERWORK MILL OR, IN SOME CASES, BOTH.

ALL OF OUR INVOICES WILL BE PAID. THE COMPANIES WITH WHICH WE ARE DEALING ARE SOME THE LARGEST AND BEST MANAGED IN THEIR INDUSTRIES. ALSO REPRESENTED ARE SEVERAL GOVERNMENT AGENCIES WHICH TRADITIONALLY HAVE THE FUNDS BUT ARE ALMOST ALWAYS SLOW TO DISBURSE THEM. ALTOGETHER, ALMOST $2,750,000 IS CURRENTLY OWED TO US WITH THE GREATEST MAJORITY BEING PAST DUE. WE ARE WORKING TO TURN THESE RECEIVABLES INTO CASH SO THAT WE CAN, IN TURN, PAY YOUR OUTSTANDING INVOICES. OUR CASH FLOW PROJECTION, ALTHOUGH TEMPERED WITH THE COMMITMENTS FROM OUR CLIENTS, INDICATES THAT WE ARE MOVING INTO A MORE POSITIVE CASH FLOW POSITION.

THOSE OF YOU WHO HAVE DEALT WITH US OVER THE YEARS HAVE EXPERIENCED WITH US THESE PERIODIC LATE PAYMENTS AND THEIR IMPACT ON OUR CASH FLOW AND YOURS. EACH OF YOUR INVOICES WILL BE PAID AS SOON AS THE FUNDS HAVE BEEN DISTRIBUTED TO US. WE WANT YOU TO KNOW THAT WE APPRECIATE YOUR PAST SUPPORT AND WE LOOK FORWARD TO A LONG AND PROFITABLE RELATIONSHIP FOR BOTH OF US. WE FEEL WE SHOULD REVEAL THE INFORMATION CONTAINED IN THIS LETTER SO THAT WE CAN JUSTIFY YOUR ONGOING CONFIDENCE IN US. I WILL CONTACT YOU AGAIN WITHIN TWO WEEKS WITH AN UPDATE.

VERY TRULY YOURS,

GARY H. NICHOLSON
V.P. FINANCE

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

100 41st Ave 588 •• Albany, OR 97321 •• (503) 967-8605

Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

March 24, 1986

MCIS
P. O. Box 1688
Albany, OR 97321

Attention: Lyle Speer, President

RE: Stafford Road Interchange - Wilsonville Interchange
OSHD 9887 Electrical Claims

Ladies & Gentlemen:

We started writing this letter on November 27, 1986 but had some questions and so we stopped and called for some clarification on two items: (1) "Extra charge for cutting CTB with earth saw for pull box installation - $1,210.00"(2) "Concrete used for backfill around pull boxes 15 cubic yards @ $44.05 - $660.75."

We have yet to receive any explanation of these charges even though we have called a number of times since November. Without documentation to substantiate these two items, we deny any responsibility for them.

During our meeting of November 4, 1986, we made some notes about the other parts of your claim and have come to the following conclusions:

(1) The $3,964.85 we paid for the repair to the Stafford Interchange Illumination System was insufficient in light of the information presented by C-2 at the November 4th meeting. We did not know that they worked 3 days with the earth saw and another day with the backhoe with hook cleaning the trench.

We ran another estimate, based on the information presented at the meeting and came up with a total cost of $8,272.66. A copy of the estimate is attached. Adding 10% profit and overhead brings the total for the Stafford illumination repairs to $9,100.93. ← Should Be Paid to C-2

We have already paid $3,964.85 and so we hereby attach a check which includes $5,136.08 additional money for this work.

(2) At the November 4th meeting C-2 said that they had to chip the CTB out of 9 pole bases (6 at Stafford and 3 at Wilsonville).

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COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We called W. G. Moe & Son's and told them to work up an estimate for removing CTB from 9 pole locations and they said they probably wouldn't even charge if they had their equipment on-site! They figured 1 hour per site would remove the CTB.

We have attached a copy of our estimate of the cost to remove the CTB from pole locations and including 10% markup comes to $1,170.18 (Approximately $325.00/C.Y.)

Should Be Paid To C-2

The aforementioned two items are the only ones that we have any responsibility for and we have attached our check for the sum of $6,306.26.

Very truly yours,

CASCADE CONSTRUCTION COMPANY, INC.

Brian R. Biskey
Estimator

BRB:mk

cc: 4-56

Enclosure

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

988 7

OREGON DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

WE LY REPORT FOR CONSTRUCTION P JECTS

n

		WEEK ENDING May 9, 1986
PROJECT NAME (SECTION) Stafford Road - Wilsonville Interchange		CONTRACT NO 9887
HIGHWAY Pacific	COUNTY Washington-Clackamas	F A PROJECT NO IR-5-5(88)284
CONTRACTOR Cascade Construction	KIND OF WORK Grad,Pav,Sgn,sgnls, Illum,Lndscp	DATE OF AWARD September 14, 1984

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 833,860.72

ESTIMATED PROJECT COST $ 867,301.42

ESTIMATED PERCENT OVERRUN/~~UNDERRUN~~ 4.0 %

ENGINEERING

AUTHORIZATION $ 66,121.11

COST THIS WEEK $ 100.00

TOTAL TO DATE $ 79,000.00

PERCENT OF AUTHORIZATION 119 %

FIRST NOTIFICATION DATE April 2, 1985

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND August 7, 1985

ESTIMATED SEMIFINAL SUBMITTAL DATE June 1, 1986

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 0 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	08/05/85	120	123	102	
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	4,008 CY	6,600 T	4,600 T			
EST. CORRECTED QUANTITIES	4,647 CY	7,356 T	5,133 T			
EST. PERFORMED TO DATE	4,647 CY	7,356 T	5,133 T			
PERCENT PERFORMED TO DATE	100	100	100	100	100	0

ACTIVITIES THIS WEEK:

No activity

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

This project was completed October 18, 1985. The final inspection was held October 30, 1985. The SEMI-FINAL was submitted May 9, 1986.

THIS WILL BE THE LAST WEEKLY REPORT.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)

Donald Biely for Charles Lobaugh

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Stafford Road Wilsonville Intg

WEEK ENDING: April 4, 1986

SECTION PREFIX: C09887

HIGHWAY: Pacific

COUNTY: Washington-Clackamas

NAME OF JOB: Stafford Rd - Wilsonville Intg

KIND OF WORK: Grading, Paving, Signing, Signals, Illum, Lndscp

CONTRACTOR: Cascade Construction Co.

CONTRACT NUMBER: 9887

FEDERAL AID PROJECT NUMBER: IR-5-5(88)284

DATE OF CONTRACT: September 14, 1984

DATE WORK STARTED: April 2, 1985

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 120

WORK DAYS USED:

CALENDAR DAYS USED: 123

SPECIFIED COMPLETION DATE: August 5, 1985

PERCENT OF TIME ELAPSED: 103

PROJECT AUTHORIZATION: $833,860.72

EXCLUSIVE OF ENGINEERING: $767,739.61

ENGINEERING AUTHORIZATION: $66,121.11

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $802,494.51

ENGINEERING COST TO DATE: $78,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED PERCENT: OVERRUN 5 %

PERCENT OF AUTHORIZATION: 118 %

DATE PROJECT WAS COMPLETED: Oct. 18, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					4600 T
TOTAL QUANTITIES CORRECTED TO DATE					0 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					1101.98
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30			0	
MONDAY 31			0	
TUESDAY 1			0	
WEDNESDAY 2			0	
THURSDAY 3			0	
FRIDAY 4			0	
SATURDAY 29			0	F

CONTR. NO. 9887 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK**

30 SUNDAY	No activity
31 MONDAY	No activity
1 TUESDAY	No activity
2 WEDNESDAY	No activity
3 THURSDAY	No activity
4 FRIDAY	No activity.
29 SATURDAY	No activity

REMARKS

This project was completed October 18, 1985.
The final inspection was held October 30,1985.

SIGNED for Charles Lobaugh LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

March 27, 1986

Larry R. Blanchard
Public Works Director
City of Wilsonville
P. O. Box 220
Wilsonville, OR 97070-0220

TRA

Our region personnel have reviewed the I-5 southbound exit and Wilsonville Road signalized intersection with regard to your concerns for safe operation. They have determined that our plan is viable.

With regard to your concern for liability of the intersection, we would assume the same responsibility as we would for any other intersection within our rights-of-way. We anticipate no unusual legal ramifications based on the installation of this signal.

If you wish to discuss this matter further, please contact L. E. George, Traffic Engineer, at 378-6537.

E. S. Hunter
Assistant State Highway Engineer

bc: Jack Sollis
Ron Failmezger
L. E. George

ESH:JRB:cm

206
3-13-86
Weaver, please draft reply. Due 3-20-86

CITY OF
Wilsonville
30000 S.W. Town Center Loop E
P.O. Box 220 / Wilsonville, Oregon 97070-0220
503 / 682-1011

RECEIVED
STATE HWY ENGR
MAR 3 '86
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

RECEIVED
MAR 11 1986
TRAFFIC ENGINEERING

February 28, 1986

Mr. E. S. Hunter
Assistant State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem OR 97310

SUBJECT: WILSONVILLE ROAD - MR. ROBERT´S ACCESS

Dear Mr. Hunter:

The City of Wilsonville has been involved in the access problems for Mr. Robert´s Restaurant for quite some time now. The City Council has reviewed appeals for access onto Wilsonville Road and basically denied any future connections to Wilsonville Road between the I-5 Interchange and Boones Ferry Road.

Although the State Highway Department has been involved, from the time the future Wilsonville Square/Wilsonville Road ingress/egress was discussed, the State Highway Department also assisted in offering some suggested methods for remedying this situation. About 2 months ago, the State Highway Department considered funding the construction of a portion of the Wilsonville Road ingress/egress for Wilsonville Square, however; it was determined that Federal Highway Funds could not be utilized for this type of an installation. Since that time the Oregon Department of Transportation has identified that access control for the Wilsonville Interchange is being contemplated as a part of the future development of the Wilsonville Interchange.

NOTED
L E GEORGE

In my conversations with Mr. Ed Hardt of your Milwaukie office, it has been determined that the access for traffic from the I-5 southbound off-ramp is apparently initiating the entry to the Mr. Robert´s Restaurant. No modification of the signaling has been discussed at this point-in-time, however; some discussions have evolved in regards to placing the stop-line for the intersection approximately 50-feet west of its present location. I have discussed this matter with the applicants and have discovered that this would virtually modify the use of the interchange as it was intended. This modification would require synchronizing the signals in order to accommodate this design.

In one of your letters dated January 14, 1986, to Camilla Belleville of Mr. Robert´s Restaurant, you identified that the traffic signal seemed to operate properly and that access to Mr. Robert´s seemed to move traffic safely. My concern is this. In your comment regarding the safe operation of the signal, and being that the signal is under the jurisdiction of the Oregon Department of Transportation, does this statement also indicate that the State Highway Division of the Oregon Department of Transportation, is also responsible for the liability of this intersection. I would appreciate your comments in regards to this issue and hopefully the City Administrator and myself could meet with you to discuss this issue.

Your continued cooperation is appreciated greatly and I look forward to meeting with you to discuss this matter.

Sincerely,

Larry R. Blanchard

Larry R. Blanchard
Public Works Director

lrb:mld

cc: External - State of Oregon, Transportation 85-86
Internal - Roads, Work Programs/Concerns

January 14, 1986

Camilla Belleville TRA
Mr. Robert's Restaurant
9150 SW Wilsonville Road
Wilsonville, OR 97070

This is in response to your December 5, 1985 letter regarding vehicle access to Mr. Robert's Restaurant in Wilsonville. I am sorry about the delay in answering, but we took time to make vehicle counts of traffic entering and leaving the restaurant access so that we would have an accurate picture of the situation.

During the first week of Janaury 1985, we made counts of all the vehicle moves in the intersection in front of the driveway of Mr. Robert's Restaurant. Then, in response to your letter, we made the same counts on December 16 and 17, 1985. After reducing the January 1985 vehicle counts to reflect the fact that your operating hours are now reduced, we found there was a reduction in traffic of 16 percent. This does not appear to be an unreasonable reduction considering the enhanced safety of the traffic signal. We often find that when a traffic signal is installed, some of the businesses located very near the intersection suffer some business loss due to the queuing of traffic. Incidentally, our people making the traffic counts did not observe any problems with vehicles accessing the restaurant. The only negative observation made was that the traffic counter thought some traffic was not entering the restaurant due to the fact that the parking lot was full.

It may be that most of the reduction in business you have noticed was a result of the confusion on Wilsonville Road when actual construction was underway last summer. Now that construction is virtually complete, and things have "settled down," it would appear that access to your restaurant has not been significantly affected by the Highway Division's traffic signal.

At one point, the Highway Division had decided to purchase the restaurant's access rights to Wilsonville Road. However, we have recently reversed that decision because: (1) traffic seems to be moving safely with the signals operating and the driveway in place and (2) since at some point in the future we will do a complete reconstruction of this interchange, it would be imprudent to buy only the restaurant's access at this time without actually acquiring any property. Unfortunately, we are constrained from purchasing property until we go through the design and environnmental analysis process, which will take several years.

I have attached copies of our vehicle counts taken in January and December of 1985. If you have any questions about any of this data, I would suggest you contact Region Traffic Operations Supervisor Ron Failmezger at our Milwaukie office (653-3100), who was responsible for having these counts made.

E. S. Hunter
Assistant State Highway Engineer

Attachments

cc: A. G. Meyer
Ben Altman
Larry Blanchard

bc: Ed Hardt
Ron Failmezger

ESH:ELH:cm

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SEC ON

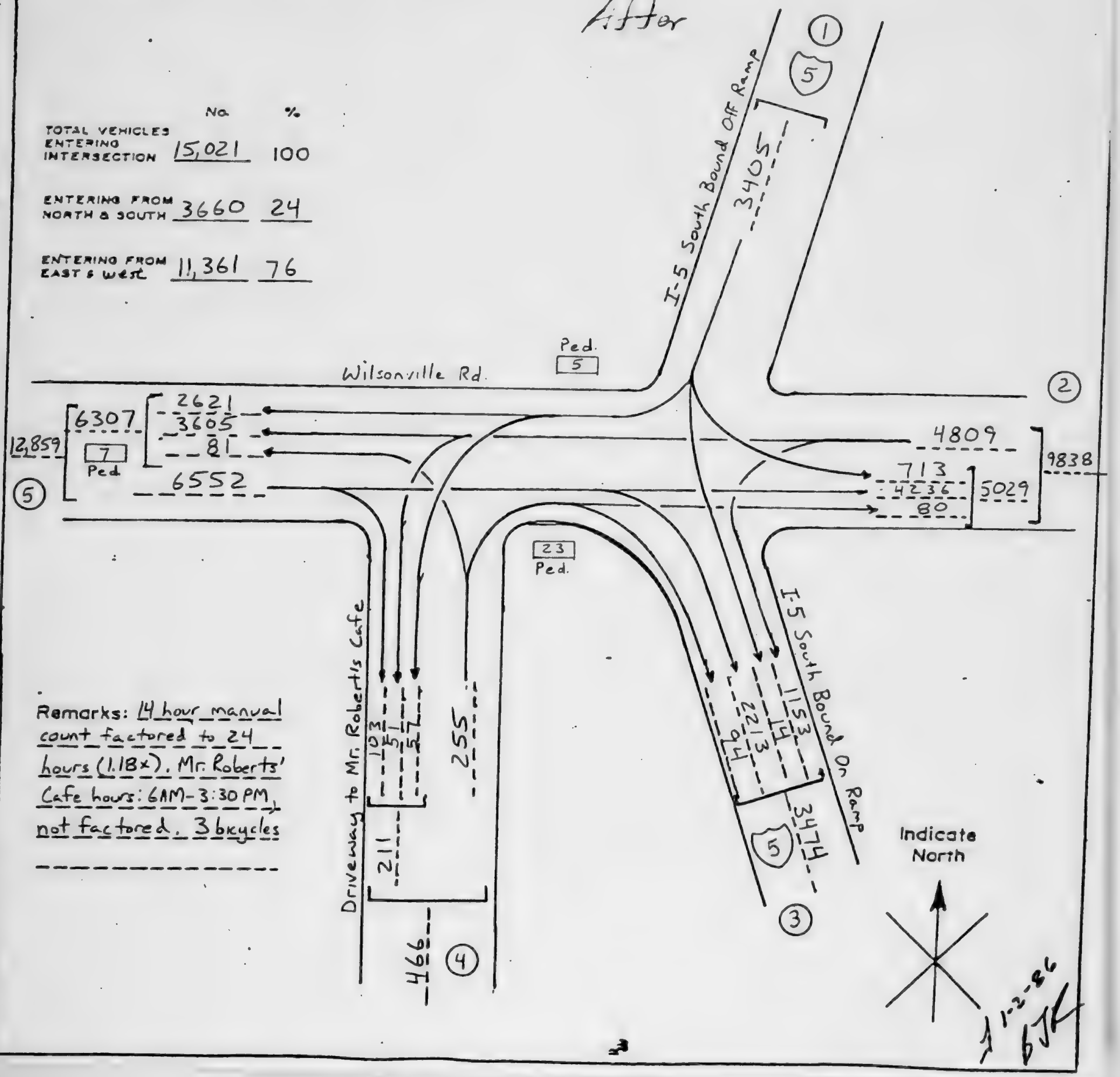
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE DECEMBER 16(PM) & 17(AM), 1985
DAY OF WEEK MONDAY & TUESDAY
ACTUAL COUNT (VEH.) 14 HRS.
HOURS COUNTED 6AM TO 8PM
PEDESTRIAN COUNT 14 HRS.
HOURS COUNTED 6AM TO 8PM
WEATHER CLEAR

[✓ CITY] OR COUNTY WILSONVILLE, CLACKAMAS CO.
INTERSECTION OF PACIFIC HWY #1 (INTERSTATE 5 RAMPS SOUTH-BOUND) @ WILSONVILLE RD. (FAS A619) & DRIVEWAY OF MR. ROBERTS' CAFE
MILE POST NEAR 283.38 (HWY #1) & 1.97 (FAS A619)
CLASSIFICATION ALL VEHICLES

After

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	15,021	100
ENTERING FROM NORTH & SOUTH	3660	24
ENTERING FROM EAST & WEST	11,361	76


①
5
I-5 South Bound Off Ramp
3405
Ped.
5
Wilsonville Rd.
②
2621
3605
81
6307
12,859
7
Ped.
⑤
6552
4809
713
4236
80
5029
9838
23
Ped.
I-5 South Bound On Ramp
1153
14
2213
94
3474
5
③
Driveway to Mr. Robert's Cafe
103
51
57
255
211
466
④
Indicate North

Remarks: 14 hour manual count factored to 24 hours (1.18x). Mr. Roberts' Cafe hours: 6AM-3:30 PM, not factored. 3 bicycles

1-2-86
BJK

Rev. 3-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date DECEMBER 16(PM) & 17(AM), 1985
Day of week MONDAY & TUESDAY
Hours counted 6AM TO 8PM
Weather CLEAR

Classification ALL VEHICLES

	TIME	SUMMARY BY MOVEMENTS																PEDE	
		1to2	1to3	IN 1to4	1to5	2to3	IN 2to4	2to5	out 4to2	out 4to3	out 4to5	5to2	5to3	IN 5to4				NORTH	EAS Non-
A.M.	6:00- 7:00	19		4	77	29	10	121	6	3	12	175	36	8					
	7:00- 8:00	40		10	209	38	9	279	13	10	3	338	90	13					
	8:00- 9:00	58	1	10	155	44	4	247	7	14	9	275	75	8				2	
	9:00-10:00	41		10	112	47	6	193	5	8	6	220	108	14					
	10:00-11:00	18		4	69	21	2	152	8	15	7	169	92	6				2	
	11:00-12:00	46	2	6	141	56	6	210	9	11	13	291	121	22				1	
P.M.	12:00- 1:00	57	2	2	127	56	8	298	22	12	9	309	138	15					
	1:00- 2:00	42	1	3	157	87	2	242	2	5	10	268	112	7					
	2:00- 3:00	56		4	165	102	2	242	4	10	4	231	136	4					
	3:00- 4:00	55	1	3	224	137	1	283	2	4	5	337	233	5					
	4:00- 5:00	37			248	165		267	2	2	2	362	332						
	5:00- 6:00	53		1	316	131	1	227			1	369	275	1					
	6:00- 7:00	40	2		125	31		185				107	68						
	7:00- 8:00	42	3		96	33		109				139	59						
	8:00- 9:00																		
	9:00-10:00																		
	10:00-11:00																		
	11:00-12:00																		
A.M.	12:00- 1:00																		
	1:00- 2:00																		
	2:00- 3:00																		
	3:00- 4:00																		
	4:00- 5:00																		
	5:00- 6:00																		
24-Hour total		713	14	57	2621	1153	51	3605	80	94	81	4236	2213	103				5	
__-Hour total																			
14-Hour total		604	12	57	2221	977	51	3055	80	94	81	3590	1875	103				5	
Control Factor		1.18	1.18	1.00	1.18	1.18	1.00	1.18	1.00	1.00	1.00	1.18	1.18	1.00					

Pedestri

I-5 SOUTH BOUND RAMPS St. is North and South Cafe D-way is South Wilsonville Rd

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

[✓ City] or County WILSONVILLE, CLACKAMAS CO.

Intersection PACIFIC HWY #1 (INTERSTATE 5) SOUTH BOUND RAMPS @ WILSONVILLE RD. (FAS A619) & MR. ROBERTS' CAFE D-WAY

Mile Post NEAR 283.88 (RAMPS) & 11.97 (FAS A 619)

Classification ALL VEHICLES

								PEDESTRIANS					ENTERING VOLUMES BY LEGS				
3	Out 4to5	5to2	5to3	IN 5to4				NORTH	EAST	WEST	SOUTH	TOTAL	1	2	3	4	5
									Non-students								
	12	175	36	8								500	100	160		21	219
	3	338	90	13							2	1052	259	326		26	441
	9	275	75	8								907	224	295		30	358
	6	220	108	14				2		2	1	770	163	246		19	342
	7	169	92	6						1		563	91	175		30	267
	13	291	121	22				2		3	3	934	195	272		33	434
	9	309	138	15				1			4	1055	188	362		43	462
	10	268	112	7							2	938	203	331		17	387
	4	231	136	4							1	960	225	346		18	371
	5	337	233	5							2	1290	283	421		11	575
	2	362	332								5	1417	285	432		6	694
	1	369	275	1						1	3	1375	370	359		1	645
		107	68									558	167	216			175
		139	59									481	141	142			198
H	81	4236	2213	103				5		7	23	15,021	3405	4809		255	6552
H	81	3590	1875	103				5		7	22	12,800	2894	4083		255	5568
								Pedestrians									
0	1.00	1.18	1.18	1.00													

Tabulated by Don Crownover

Checked by

outh Cafe D-way is South Wilsonville Rd is East and West

TRAFFIC COUNT SUMMARY SHEET

OREGON DEPARTMENT OF TRANSPORTATION

Traffic Unit

①

Date DECEMBER 16(PM) & 17(AM), 1985
Day of Week MONDAY & TUESDAY
Remarks

County CLACKAMAS
City WILSONVILLE
Intersection of PACIFIC HWY #1 @ WILSONVILLE RD. & DRIVEWAY
Weather CLEAR
Summarized by DON R. CROWNOVER

From 1 To 2

	TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
		Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7.00	11					3		2		1		1		1								19
	7:00- 8.00	25					11		2		1			1									40
	8:00- 9.00	42					11		3		1		1										58
	9:00-10.00	27					8		3		2						1						41
	10:00-11.00	10					5		2										1				18
	11:00-12:00	31					10		3	1			1										46
P.M.	12:00- 1:00	39					11		2		1		1				3						57
	1:00- 2:00	29					8		2				1				2						42
	2:00- 3:00	39					11		4		1	1											56
	3.00- 4:00	39					10		5				1										55
	4:00- 5:00	27					8		1								1						37
	5:00- 6:00	45					4		3						1								53
	6:00- 7:00	27					7		2	1	1	1					1						40
	7:00- 8:00	30					11				1												42
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	421					118		34	2	9	2	6	1	2		8		1				604
	24 Hour																						

From 1 To 3

A.M.	6:00- 7:00																						
	7:00- 8:00																						
	8:00- 9:00	1																					1
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00	1							1														2
P.M.	12:00- 1:00							1									1						2
	1:00- 2:00																1						1
	2:00- 3:00																						
	3:00- 4:00	1																					1
	4:00- 5:00																						
	5:00- 6:00																						
	6:00- 7:00	1					1																2
	7:00- 8:00	3																					3
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						

Weather CLEAR

Summarized by DON R. CROWNOVER

From 1 To 2

	TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
		Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00	11					3		2		1		1		1								19
	7:00- 8:00	25					11		2		1			1									40
	8:00- 9:00	42					11		3		1		1										58
	9:00-10:00	27					8		3		2						1						41
	10:00-11:00	10					5		2										1				18
	11:00-12:00	31					10		3	1			1										46
P.M.	12:00- 1:00	39					11		2		1		1				3						57
	1:00- 2:00	29					8		2				1				2						42
	2:00- 3:00	39					11		4		1	1											56
	3:00- 4:00	39					10		5				1										55
	4:00- 5:00	27					8		1								1						37
	5:00- 6:00	45					4		3						1								53
	6:00- 7:00	27					7		2	1	1	1					1						40
	7:00- 8:00	30					11				1												42
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	421					118		34	2	9	2	6	1	2		8		1				604
	24 Hour																						

From 1 To 3

	TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
		Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00																						
	7:00- 8:00																						
	8:00- 9:00	1																					1
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00	1							1														2
P.M.	12:00- 1:00							1									1						2
	1:00- 2:00																1						1
	2:00- 3:00																						
	3:00- 4:00	1																					1
	4:00- 5:00																						
	5:00- 6:00																						
	6:00- 7:00	1					1																2
	7:00- 8:00	3																					3
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	2:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	7					1	1	1								2						12
	24 Hour																						

Form 734-3587 (Rev. 11/78) SP*34218-734

TRAFFIC COUNT SUMMARY SHEET

OREGON DEPARTMENT OF TRANSPORTATION

Traffic Unit

②

Date DECEMBER 16(PM) & 17(AM), 1985
Day of Week MONDAY & TUESDAY
Remarks

County CLACKAMAS
City WILSONVILLE
Intersection of PACIFIC HWY #1 @ WILSONVILLE RD. & DRIVEWAY
Weather CLEAR
Summarized by DON R. CROWNOVER

From 1 To 4

	TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
		Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00	1					1		1				1										4
	7:00- 8.00	5					1		1				1				2						10
	8:00- 9.00	2					1		1		2				1		2			1			10
	9:00-10:00	2					1						1				6						10
	10.00-11:00	1													1		1			1			4
	11:00-12:00						1				3		1				1						6
P.M.	12:00- 1:00						1										1						2
	1:00- 2:00	2															1						3
	2:00- 3:00																4						4
	3.00- 4:00	3																					3
	4:00- 5:00																			1			1
	5:00- 6:00																						
	6:00- 7:00																						
	7:00- 8:00																						
	8.00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour												4		2		18			3			57
	14 Hour	16					6		3		5												
	24 Hour																						

From 1 To 5

	TIME	Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters	Panels & Pickups	W/Tlr	Campers & L. Truck	W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	TOTAL ALL VEHICLES
A.M.	6:00- 7:00	39					30		1		1	1	1				2				2		77
	7:00- 8:00	150					38		11		1		1				4		1	1	2		209
	8:00- 9:00	103					24	2	5		10	2	2		1		5			1			155
	9:00-10:00	52					24		8		12	1	4				11						112
	10:00-11:00	51					7		2		2						6			1			69
	11:00-12:00	78				3	27		7		9		10		1		3				3		141
P.M.	12:00- 1:00	85					23	1	4		4		3		3		4						127
	1:00- 2:00	97	1				29	2	9		1		8	1	1		5		1		2		15
	2:00- 3:00	108				1	28	1	6		3	2	7				5		1		3		165
	3:00- 4:00	158					42		5		6		4				6				3		22
	4:00- 5:00	163				1	59	2	11		8		2				1		1				24
	5:00- 6:00	236					69		3		3		1				3			1			31
	6:00- 7:00	112					7		1		1						2		1		1		12
	7:00- 8:00	69					20		3		2		2										9
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour						427	8	76		63	6	45	1	6		57		5	4	16		22

Remarks

Weather CLEAR

Summarized by DON R. CROWNOVER

From 1 To 4

	TIME	PASSENGER CARS Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters	Panels & Pickups	W/Tlr	Campers & L. Truck	W/Tlr	TRUCKS 2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	BUSES School	Other	TOTAL ALL VEHICLES
A.M.	6:00- 7:00	1					1		1				1										4
	7:00- 8:00	5					1		1				1				2						10
	8:00- 9:00	2					1		1		2				1		2			1			10
	9:00-10:00	2					1						1				6						10
	10:00-11:00	1													1		1			1			4
	11:00-12:00						1				3		1				1						6
P.M.	12:00- 1:00						1										1						2
	1:00- 2:00	2															1						3
	2:00- 3:00																4						4
	3:00- 4:00	3																					3
	4:00- 5:00																			1			1
	5:00- 6:00																						
	6:00- 7:00																						
	7:00- 8:00																						
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour						6		3		5		4		2		18			3			57
	14 Hour	16																					
	24 Hour																						

From 1 To 5

A.M.	6:00- 7:00	39					30		1		1	1	1				2				2		77
	7:00- 8:00	150					38		11		1		1				4		1	1	2		209
	8:00- 9:00	103					24	2	5		10	2	2		1		5			1			155
	9:00-10:00	52					24		8		12	1	4				11						112
	10:00-11:00	51					7		2		2						6			1			69
	11:00-12:00	78				3	27		7		9		10		1		3				3		141
P.M.	12:00- 1:00	85					23	1	4		4		3		3		4						127
	1:00- 2:00	97	1				29	2	9		1		8	1	1		5		1		2		15
	2:00- 3:00	108				1	28	1	6		3	2	7				5		1		3		165
	3:00- 4:00	158					42		5		6		4				6				3		22
	4:00- 5:00	163				1	59	2	11		8		2				1		1				24
	5:00- 6:00	236					69		3		3		1				3			1			31
	6:00- 7:00	112					7		1		1						2		1		1		12
	7:00- 8:00	69					20		3		2		2										9
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																57		5	4	16		22
	14 Hour	1501	1			5	427	8	76		63	6	45	1	6								
	24 Hour																						

TRAFFIC COUNT SUMMARY SHEET

OREGON DEPARTMENT OF TRANSPORTATION

Traffic Unit

(3)

DECEMBER 16(PM)&17(AM), 1985
Week MONDAY & TUESDAY

County CLACKAMAS
City WILSONVILLE
Intersection of PACIFIC HWY #1 @ WILSONVILLE RD. & DRIVEWAY
Weather CLEAR
Summarized by DON R. CROWNOVER

2 To 3

	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLE
	Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
7:00	21					5		1				1				1						29
8:00	28					6		1		1		1		1								38
9:00	25	1				13	1	1		2			1									44
10:00	30					14		1		2												47
11:00	11					7		2		1												21
12:00	39					12		1		3		1										56
1:00	40					10	1	1		3						1						56
2:00	62					16		4		2						2				1		87
3:00	80					18		2		1				1								102
4:00	107					28			1							1						137
5:00	124					33		6		2												165
6:00	90					32		5		3	1											131
7:00	23	1				4		1		2												31
8:00	26					7																33
00- 9:00																						
00-10:00																						
00-11:00																						
00-12:00																						
:00- 1:00																						
:00- 2:00																						
2:00- 3:00																						
3:00- 4:00																						
4:00- 5:00																						
5:00- 6:00																						
8 Hour																						
Hour	706	2				205	2	26	1	22	1	3	1	2		5				1		97
24 Hour																						

From 2 To 4

	Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters	Panels & Pickups	W/Tlr	Campers & L. Truck	W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	TOTAL ALL VEHICLE
6:00- 7:00	6					2										1			1			1
7:00- 8:00	3					2										4						9
8:00- 9:00	2							1		1												
9:00-10:00	1							1		1			1			2						6
10:00-11:00								1		1		1				1						
11:00-12:00	1					2						1				2						
12:00- 1:00	4					1																
1:00- 2:00	1					1						1										
2:00- 3:00	1																					
3:00- 4:00	1																					
4:00- 5:00																1						1
5:00- 6:00																						
6:00- 7:00																						
7:00- 8:00																						
8:00- 9:00																						
9:00-10:00																						
10:00-11:00																						
11:00-12:00																						
12:00- 1:00																						
1:00- 2:00																						
2:00- 3:00																						
3:00- 4:00																						
4:00- 5:00																						
5:00- 6:00																						
8 Hour																						

Weather CLEAR
Summarized by DON R. CROWNOVER

2 To 3

	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLE
	Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
7:00	21					5		1				1				1						29
8:00	28					6		1		1		1		1								38
9:00	25	1				13	1	1		2			1									44
10:00	30					14		1		2												47
11:00	11					7		2		1												21
12:00	39					12		1		3		1										56
1:00	40					10	1	1		3						1						56
2:00	62					16		4		2						2				1		87
3:00	80					18		2		1				1								102
4:00	107					28			1							1						137
5:00	124					33		6		2												165
6:00	90					32		5		3	1											131
7:00	23	1				4		1		2												31
8:00	26					7																33
00- 9:00																						
00-10:00																						
00-11:00																						
00-12:00																						
00- 1:00																						
00- 2:00																						
00- 3:00																						
00- 4:00																						
00- 5:00																						
00- 6:00																						
8 Hour																5				1		97
Hour	706	2				205	2	26	1	22	1	3	1	2								
24 Hour																						

From 2 To 4

6:00- 7:00	6					2										1				1		1
7:00- 8:00	3					2										4						9
8:00- 9:00	2							1		1												[illegible]
9:00-10:00	1							1		1			1			2						6
10:00-11:00								1				1										[illegible]
11:00-12:00	1					2				1		1				1						[illegible]
12:00- 1:00	4					1						1				2						8
1:00- 2:00	1					1						1										[illegible]
2:00- 3:00	1																					
3:00- 4:00	1																					
4:00- 5:00																1						1
5:00- 6:00																						
6:00- 7:00																						
7:00- 8:00																						
8:00- 9:00																						
9:00-10:00																						
10:00-11:00																						
11:00-12:00																						
12:00- 1:00																						
1:00- 2:00																						
2:00- 3:00																						
3:00- 4:00																						
4:00- 5:00																						
5:00- 6:00																						
8 Hour																						
14 Hour	20						8		3	3		4	1			11				1		
24 Hour																						

Form 734-3587 (Rev. 11/78)

SP*34

TRAFFIC COUNT SUMMARY SHEET

OREGON DEPARTMENT OF TRANSPORTATION

Traffic Unit

4

Date DECEMBER 16(PM) & 17(AM), 1985
Day of Week MONDAY & TUESDAY
Remarks

County CLACKAMAS
City WILSONVILLE
Intersection of PACIFIC HWY #1 @ WILSONVILLE RD. & DRIVEWAY
Weather CLEAR
Summarized by DON R. CROWNOVER

From 2
To 5

	TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
		Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00	77					36		3		1						1			1		2	121
	7:00- 8:00	187					62		12		5		1	1			4				5	2	279
	8:00- 9:00	173					46		12	1	3		3	1					1		6	1	247
	9:00-10:00	120	1				54		7	1	4	1		1	1		2					1	193
	10:00-11:00	93					30		21		5	1					1		1				152
	11:00-12:00	151				1	29		12	1	6		4				3		3				210
P.M.	12:00- 1:00	205				1	59		14		7		3				7				2		298
	1:00- 2:00	175					38	1	13	1	5		4		1		1				3		242
	2:00- 3:00	162				1	47	1	13		6		7				3		1		1		242
	3.00- 4:00	195				1	60	1	13		4		1		1						6	1	283
	4:00- 5:00	198				1	51		12		2		1				1					1	267
	5:00- 6:00	164					43		12		3	1					1		1			2	227
	6:00- 7:00	152				1	26		2	1			1								1	1	185
	7:00- 8:00	84					19		3			1	1							1			109
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	2136	1			6	600	3	149	5	51	4	26	3	3		24		7	2	24	11	3055
	24 Hour																						

From 4
To 2

	TIME	Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters	Panels & Pickups	W/Tlr	Campers & L. Truck	W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	TOTAL ALL VEHICLES
A.M.	6:00- 7:00	1					2										2			1			6
	7:00- 8:00	6					2		1								4						13
	8:00- 9:00	3					1		2		1												7
	9:00-10:00	3									1						1						5
	10:00-11:00	2					2		2				1				1						8
	11:00-12:00	5					1		1				1				1						9
P.M.	12:00- 1:00	11					4		2		2		1				2						22
	1:00- 2:00	1					1																2
	2:00- 3:00	2															2						4
	3:00- 4:00						1										1						2
	4:00- 5:00	2																					2
	5:00- 6:00																						
	6:00- 7:00																						
	7:00- 8:00																						
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						

Remarks

Intersection of PACIFIC HWY #1 @ WILSONVILLE RD. & DRIVEWAY
Weather CLEAR
Summarized by DON R. CROWNOVER

From 2
To 5

	TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
		Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00	77					36		3		1						1			1		2	121
	7:00- 8:00	187					62		12		5		1	1			4				5	2	279
	8:00- 9:00	173					46		12	1	3		3	1					1		6	1	247
	9:00-10:00	120	1				54		7	1	4	1		1	1		2					1	193
	10:00-11:00	93					30		21		5	1					1		1				152
	11:00-12:00	151				1	29		12	1	6		4				3		3				210
P.M.	12:00- 1:00	205				1	59		14		7		3				7				2		298
	1:00- 2:00	175					38	1	13	1	5		4		1		1				3		242
	2:00- 3:00	162				1	47	1	13		6		7				3		1		1		242
	3:00- 4:00	195				1	60	1	13		4		1		1						6	1	283
	4:00- 5:00	198				1	51		12		2		1				1					1	267
	5:00- 6:00	164					43		12		3	1					1		1			2	227
	6:00- 7:00	152				1	26		2	1			1								1	1	185
	7:00- 8:00	84					19		3			1	1							1			109
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	2136	1			6	600	3	149	5	51	4	26	3	3		24		7	2	24	11	3055
	24 Hour																						

From 4
To 2

	TIME	Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters	Panels & Pickups	W/Tlr	Campers & L. Truck	W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	TOTAL ALL VEHICLES
A.M.	6:00- 7:00	1					2										2			1			6
	7:00- 8:00	6					2		1								4						13
	8:00- 9:00	3					1		2		1												7
	9:00-10:00	3									1						1						5
	10:00-11:00	2					2		2				1				1						8
	11:00-12:00	5					1		1				1				1						9
P.M.	12:00- 1:00	11					4		2		2		1				2						22
	1:00- 2:00	1					1																2
	2:00- 3:00	2															2						4
	3:00- 4:00						1										1						2
	4:00- 5:00	2																					2
	5:00- 6:00																						
	6:00- 7:00																						
	7:00- 8:00																						
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	36					14		8		4		3				14			1			80
	24 Hour																						

TRAFFIC COUNT SUMMARY SHEET

OREGON DEPARTMENT OF TRANSPORTATION

Traffic Unit

5

Date DECEMBER 16(PM) & 17(AM), 1985
Day of Week MONDAY & TUESDAY
Remarks

County CLACKAMAS
City WILSONVILLE
Intersection of PACIFIC HWY #1 @ WILSONVILLE RD. & DRIVEWAY
Weather CLEAR
Summarized by DON R. CROWNOVER

From 4
To 3

TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
	Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
6:00- 7:00	2					1																3
7:00- 8:00	4					3		1				1				1						10
8:00- 9:00	8					1		2				1				2						14
9:00-10:00										1				1		5			1			8
10:00-11:00	6					2		1		1		1				4						15
11:00-12:00	5									1				2		1		1	1			11
12:00- 1:00	2					2				2		3		1		2						12
1:00- 2:00	3											1				1						5
2:00- 3:00	4					1		1		1						3						10
3:00- 4:00	2					1										1						4
4:00- 5:00	1					1																2
5:00- 6:00																						
6:00- 7:00																						
7:00- 8:00																						
8:00- 9:00																						
9:00-10:00																						
10:00-11:00																						
11:00-12:00																						
12:00- 1:00																						
1:00- 2:00																						
2:00- 3:00																						
3:00- 4:00																						
4:00- 5:00																						
5:00- 6:00																						
8 Hour																						
[illegible] Hour	37					12		5		6		7		4		20		1	2			94
24 Hour																						

From 4
To 5

6:00- 7:00	5					7																12
7:00- 8:00						2		1														3
8:00- 9:00	5					3		1														9
9:00-10:00	4					1							1									6
10:00-11:00	2					2		1				2										7
11:00-12:00	7					1		3						1		1						13
12:00- 1:00	5					3		1														9
1:00- 2:00	4					3		2		1												10
2:00- 3:00	2							1				1										4
3:00- 4:00	4					1																5
4:00- 5:00	1					1																2
5:00- 6:00												1										1
6:00- 7:00																						
7:00- 8:00																						
8:00- 9.00																						
9:00-10:00																						
10:00-11:00																						
11:00-12:00																						
12:00- 1:00																						
1:00- 2:00																						
2:00- 3:00																						
3:00- 4:00																						
4:00- 5:00																						
5:00- 6:00																						
8 Hour																						

Remarks

Intersection of PACIFIC HWY #1 @ WILSONVILLE RD. & DRIVEWAY
Weather CLEAR
Summarized by DON R. CROWNOVER

From 4 To 3

TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
	Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
6:00- 7:00	2					1																3
7:00- 8:00	4					3		1				1				1						10
8:00- 9:00	8					1		2				1				2						14
9:00-10:00										1				1		5			1			8
10:00-11:00	6					2		1		1		1				4						15
11:00-12:00	5									1				2		1		1	1			11
12:00- 1:00	2					2				2		3		1		2						12
1:00- 2:00	3											1				1						5
2:00- 3:00	4					1		1		1						3						10
3:00- 4:00	2					1										1						4
4:00- 5:00	1					1																2
5:00- 6:00																						
6:00- 7:00																						
7:00- 8:00																						
8:00- 9:00																						
9:00-10:00																						
10:00-11:00																						
11:00-12:00																						
12:00- 1:00																						
1:00- 2:00																						
2:00- 3:00																						
3:00- 4:00																						
4:00- 5:00																						
5:00- 6:00																						
8 Hour																						
11 Hour	37					12		5		6		7		4		20		1	2			94
24 Hour																						

From 4 To 5

TIME	Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters	Panels & Pickups	W/Tlr	Campers & L. Truck	W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	TOTAL ALL VEHICLES
6:00- 7:00	5					7																12
7:00- 8:00						2		1														3
8:00- 9:00	5					3		1														9
9:00-10:00	4					1							1									6
10:00-11:00	2					2		1				2										7
11:00-12:00	7					1		3						1		1						13
12:00- 1:00	5					3		1														9
1:00- 2:00	4					3		2		1												10
2:00- 3:00	2							1				1										4
3:00- 4:00	4					1																5
4:00- 5:00	1					1																2
5:00- 6:00												1										1
6:00- 7:00																						
7:00- 8:00																						
8:00- 9:00																						
9:00-10:00																						
10:00-11:00																						
11:00-12:00																						
12:00- 1:00																						
1:00- 2:00																						
2:00- 3:00																						
3:00- 4:00																						
4:00- 5.00																						
5 00- 6:00																						
8 Hour																						
11 Hour	39					24		10		1		4	1	1		1						81
24 Hour																						

734-3587 (Rev. 11/78)

SP*34218-734

TRAFFIC COUNT SUMMARY SHEET

OREGON DEPARTMENT OF TRANSPORTATION

Traffic Unit

⑥

Date DECEMBER 16(PM) & 17(AM), 1985
Day of Week MONDAY & TUESDAY
Remarks

County CLACKAMAS
City WILSONVILLE
Intersection of PACIFIC HWY #1 @ WILSONVILLE RD. & DRIVEWAY
Weather CLEAR
Summarized by DON R. CROWNOVER

From 5 To 2

TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
	Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
6:00- 7:00	116					48		2				1				5			2	1		175
7:00- 8:00	235					67		11		3		11				7				4		338
8:00- 9:00	173					53		16		11	1	6	1			4				10		275
9:00-10:00	142					52		8		11		2	1			3			1			220
10:00-11:00	114				1	32		10		6		4				2						169
11:00-12:00	206					49		14		5		8		1		6				2		291
12:00- 1:00	210				1	66		14	1	6		3				5		1		2		309
1:00- 2:00	187					53	2	11		4		3		1		6				1		268
2:00- 3:00	164					40		10	1	5		3				4				4		231
3:00- 4:00	241					60	1	9	1	10		1				5				9		337
4:00- 5:00	262					79		16		3									1	1		362
5:00- 6:00	284				1	73		7		3									1			369
6:00- 7:00	94					12		1														107
7:00- 8:00	117					14		2			1	1				1			1	2		139
8:00- 9:00																						
9:00-10:00																						
10:00-11:00																						
11:00-12:00																						
12:00- 1:00																						
1:00- 2:00																						
2:00- 3:00																						
3:00- 4:00																						
4:00- 5:00																						
5:00- 6:00																						
8 Hour																						
14 Hour	2545				3	698	3	131	3	67	2	43	2	2		48		1	6	36		3590
24 Hour																						

From 5 To 3

TIME	Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters	Panels & Pickups	W/Tlr	Campers & L. Truck	W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	TOTAL ALL VEHICLES
6:00- 7:00	21				1	12		2														36
7:00- 8:00	51				2	22		7		1	1	2				4						90
8:00- 9:00	48					10	1	4		6		2				3		1				75
9:00-10:00	50					29		6	1	9		2		1		7		2	1			108
10:00-11:00	63					15		4		6						4						92
11:00-12:00	91					16		4		4		2		1		1		1	1			121
12:00- 1:00	92				4	25		3		4	2	6				2						138
1:00- 2:00	70	1				24	1	7		4		2	1			2						112
2:00- 3:00	85				1	28	2	3		2		6		1		8						136
3:00- 4:00	159					62	1	6		4						1						233
4:00- 5:00	237				1	80	2	8		1	1		1	1								332
5:00- 6:00	215					53		2		1	1					2		1				275
6:00- 7:00	54					12		1		1												68
7:00- 8:00	42					10		1		1						2		3				59
8:00- 9:00																						
9:00-10:00																						
10:00-11:00																						
11:00-12:00																						
12:00- 1:00																						
1:00- 2:00																						
2:00- 3:00																						
3:00- 4:00																						
4:00- 5:00																						
5:00- 6:00																						
8 Hour																						
[illegible]	[illegible]	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]	[illegible]			[illegible]

Remarks

Intersection of PACIFIC HWY #1 @ WILSONVILLE RD. & DRIVEWAY
Weather CLEAR
Summarized by DON R. CROWNOVER

From 5 To 2

TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
	Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
6:00- 7:00	116					48		2				1				5			2	1		175
7:00- 8:00	235					67		11		3		11				7				4		338
8:00- 9:00	173					53		16		11	1	6	1			4				10		275
9:00-10:00	142					52		8		11		2	1			3			1			220
10:00-11:00	114				1	32		10		6		4				2						169
11:00-12:00	206					49		14		5		8		1		6				2		291
12:00- 1:00	210				1	66		14	1	6		3				5		1		2		309
1:00- 2:00	187					53	2	11		4		3		1		6				1		268
2:00- 3:00	164					40		10	1	5		3				4				4		231
3:00- 4:00	241					60	1	9	1	10		1				5				9		337
4:00- 5:00	262					79		16		3									1	1		362
5:00- 6:00	284				1	73		7		3									1			369
6:00- 7:00	94					12		1														107
7:00- 8:00	117					14		2			1	1				1			1	2		139
8:00- 9:00																						
9:00-10:00																						
10:00-11:00																						
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1:00- 2:00																						
2:00- 3:00																						
3:00- 4:00																						
4:00- 5:00																						
5:00- 6:00																						
8 Hour																						
14 Hour	2545				3	698	3	131	3	67	2	43	2	2		48		1	6	36		3590
24 Hour																						

From 5 To 3

TIME	Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters	Panels & Pickups	W/Tlr	Campers & L. Truck	W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	TOTAL ALL VEHICLES
6:00- 7:00	21				1	12		2														36
7:00- 8:00	51				2	22		7		1	1	2				4						90
8:00- 9:00	48					10	1	4		6		2				3		1				75
9:00-10:00	50					29		6	1	9		2		1		7		2	1			108
10:00-11:00	63					15		4		6						4						92
11:00-12:00	91					16		4		4		2		1		1		1	1			121
12:00- 1:00	92				4	25		3		4	2	6				2						138
1:00- 2:00	70	1				24	1	7		4		2	1			2						112
2:00- 3:00	85				1	28	2	3		2		6		1		8						136
3:00- 4:00	159					62	1	6		4						1						233
4:00- 5:00	237				1	80	2	8		1	1		1	1								332
5:00- 6:00	215					53		2		1	1					2		1				275
6:00- 7:00	54					12		1		1												68
7:00- 8:00	42					10		1		1						2		3				59
8:00- 9:00																						
9:00-10:00																						
10:00-11:00																						
11:00-12:00																						
12:00- 1:00																						
1:00- 2:00																						
2:00- 3:00																						
3:00- 4:00																						
4:00- 5:00																						
5:00- 6:00																						
8 Hour																						
14 Hour	1278	1			9	398	7	58	1	44	5	22	2	4		36		8	2			1875
24 Hour																						

734-3587 (Rev. 11/78)

SP*34218-734

TRAFFIC COUNT SUMMARY SHEET

OREGON DEPARTMENT OF TRANSPORTATION

Traffic Unit

⑦

Date DECEMBER 16(PM) & 17(AM), 1985
Day of Week MONDAY & TUESDAY
Remarks

County CLACKAMAS
City WILSONVILLE
Intersection of PACIFIC HWY #1 @ WILSONVILLE RD. & DRIVEWAY
Weather CLEAR
Summarized by DON R. CROWNOVER

From 5
To 4

	TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
		Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00	5					2						1										8
	7:00- 8:00	8					5																13
	8:00- 9:00	5					1		2														8
	9:00-10:00	8					4		1				1										14
	10:00-11:00	3					2												1				6
	11:00-12:00	8					6		2		1		1		2		2						22
P.M.	12:00- 1:00	8					4						1				2						15
	1:00- 2:00	3					1		1		1						1						7
	2:00- 3:00	1					1		1						1								4
	3:00- 4:00	1					2		1								1						5
	4:00- 5:00																						
	5:00- 6:00						1																1
	6:00- 7:00																						
	7:00- 8:00																						
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	50					29		8		2		4		3		6		1				103
	24 Hour																						

From
To

A.M.	6:00- 7:00																						
	7:00- 8:00																						
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
P.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	6:00- 7:00																						
	7:00- 8:00																						
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						

Day of Week MONDAY & TUESDAY
Remarks

City WILSONVILLE
Intersection of PACIFIC HWY #1 @ WILSONVILLE RD. & DRIVEWAY
Weather CLEAR
Summarized by DON R. CROWNOVER

From 5
To 4

	TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
		Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00	5					2						1										8
	7:00- 8:00	8					5																13
	8.00- 9.00	5					1		2														8
	9:00-10:00	8					4		1				1										14
	10:00-11:00	3					2												1				6
	11.00-12.00	8					6		2		1		1		2		2						22
P.M.	12.00- 1:00	8					4						1				2						15
	1:00- 2.00	3					1		1		1						1						7
	2:00- 3:00	1					1		1						1								4
	3.00- 4:00	1					2		1								1						5
	4:00- 5:00																						
	5:00- 6:00						1																1
	6:00- 7:00																						
	7:00- 8:00																						
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	50					29		8		2		4		3		6		1				103
	24 Hour																						

From
To

A.M.	6:00- 7:00																						
	7:00- 8:00																						
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
P.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	6:00- 7:00																						
	7:00- 8:00																						
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour																						
	24 Hour																						

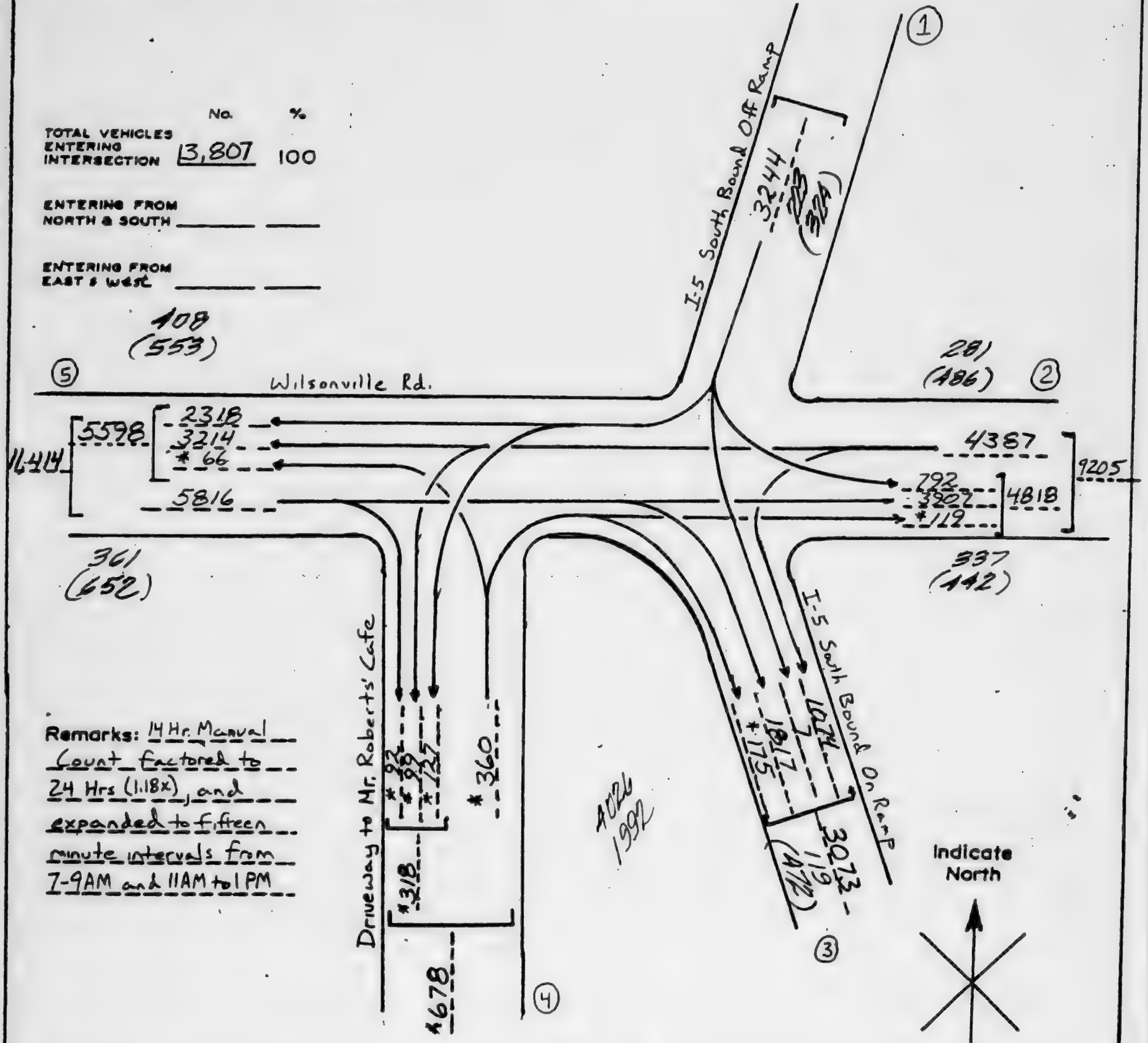
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE January 7(PM) & 8(AM), 1985
DAY OF WEEK Monday & Tuesday
ACTUAL COUNT (VEH.) 14 HRS.
HOURS COUNTED 6AM TO 8PM
PEDESTRIAN COUNT 14 HRS.
HOURS COUNTED 6AM TO 8PM
WEATHER Cloudy to Clear

[✓ CITY] OR COUNTY Wilsonville
INTERSECTION OF Pacific Hwy #1 (Interstate 5 South-Bound) @ Wilsonville Rd. (FAS A619) & Driveway of Mr. Roberts' Cafe
MILE POST 283.88±
CLASSIFICATION All Vehicles

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	13,807	100
ENTERING FROM NORTH & SOUTH		
ENTERING FROM EAST & WEST		


①
I-5 South Bound Off Ramp
3244
(324)
108
(553)
⑤
Wilsonville Rd.
281
(486)
②
2318
3214
*66
5598
11,414
5816
4387
9205
292
3202
*119
4818
361
(652)
337
(442)
I-5 South Bound On Ramp
Driveway to Mr. Roberts' Cafe
*92
*99
*127
*360
*318
*678
④
4026
1992
1074
1817
*175
3073
119
(472)
③
Indicate North

Remarks: 14 Hr. Manual Count factored to 24 Hrs (1.18x), and expanded to fifteen minute intervals from 7-9AM and 11AM to 1PM

… 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date JANUARY 7 (PM) & 8 (AM), 1985
Day of week MONDAY & TUESDAY
Hours counted 14 HRS 6AM TO 8 PM
Weather CLOUDY TO CLEAR

Classification ALL VEHICLES

	TIME	1-2	1-3	1-4	1-5	2-3	2-4	2-5	4-2	4-3	4-5	5-2	5-3	5-4		TOTAL	From North and South	Per Cent of Total	From Ea… an… We…
		SUMMARY BY MOVEMENTS																	
A. M.	6:00- 7:00	11		8	65	15	17	109	9	6	3	122	30	4		399			
	7:00- 7:15	5		6	30	11	2	41		4	4	72	9	1		185			
	7:15- 7:30	7		4	39	12		42	2	2	4	77	21	4		214			
	7:30- 7:45	10		3	30	9		52	4	1	1	62	13	1		186			
	7:45- 8:00	15		1	73	14	6	92	3	2		80	21			307			
	8:00- 8:15	19		3	56	7	6	78	3	2	3	71	9	4		261			
P. M.	8:15- 8:30	8		1	21	11	3	36	4	4	2	54	10			154			
	8:30- 8:45	14		6	27	10	4	46	2	4	2	70	14	3		202			
	8:45- 9:00	25		4	30	12		43	5	1	4	41	14	1		180			
	9:00-10:00	41	2	10	109	44	14	174	8	22	5	222	69	11		731			
	10:00-11:00	15		10	66	16	6	109	8	10	4	130	42	10		426			
	11:00- 11:15	24		3	29	9	1	53	8	3	1	53	28	3		215			
	11:15- 11:30	12		1	35	13	1	50	3	2		72	23	1		213			
	11:30- 11:45	12			27	9	4	59	2	3		44	18	2		180			
	11:45- 12:00	11	1	4	31	13	3	62	1	1	2	79	22	6		236			
	12:00-12:15	21		6	30	14	4	79	5	4	1	109	26	3		302			
	12:15-12:30	7	1	1	37	12		38	6		4	68	24	4		202			
	12:30-12:45	17		2	32	10	4	35	2	3	3	52	25	2		187			
	12:45- 1:00	9	1	3	33	15		70	3	6	3	44	19	3		209			
A. M.	1:00- 2:00	60		6	136	49	5	223	9	14	6	272	108	5		893			
	2:00- 3:00	58	1	7	175	106	4	243	6	10	2	239	147	4		1002			
	3:00- 4:00	62		10	192	153	4	247	6	14	2	307	208	5		1210			
	4:00- 5:00	78		8	238	174	2	310	8	11	5	356	287	9		1486			
	5:00- 6:00	40		11	174	91	5	186	4	26		301	183	4		1027			
	6:00- 7:00	56		5	148	53	3	134	5	16	5	190	107	2		724			
	7:00- 8:00	34		4	101	28	1	111	3	4		124	63			473			
	24-Hour total	792	7	*127	2318	1074	*99	3214	*119	*175	*66	3907	1817	*92		13,807			
	__-Hour total																		
	14-Hour total	671	6	127	1964	910	99	2724	119	175	66	3311	1540	92		11,804			
	Control																		
	Factor 1.18																		

I-5 ON/OFF Ramps, Driveway is North and South

Wilsonville Rd. is East and West

* [illegible] / Factored to 24 hr. volumes

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or Cour --UNVILLE, CLACKAMAS CO.
Intersection Pacific Hwy #1 (Interstate 5 South-Bound) @ Wilsonville Rd. (FAS A619) & Driveway of Mr. Roberts Cafe
Mile Post 283.88±

lassification ALL VEHICLES

5-2	5-3	5-4		TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS 1	2	4	5	PEDESTRIANS USING CROSSWALKS 1 O	1 S	2 O	2 S	3 O	3 S	4 O	4 S
22	30	4		399					84	141	18	156								
72	9	1		185					41	54	8	82							2	
77	21	4		214					50	54	8	102								
62	13	1		186					43	61	6	76								
30	21			307					89	112	5	101								
71	9	4		261					78	91	8	84								
54	10			154					30	50	10	64								2
70	14	3		202					47	60	8	87								
41	14	1		180					59	55	10	56								
22	69	11		731					162	232	35	302							3	
30	42	10		426					91	131	22	182								
53	28	3		215					56	63	12	84								
72	23	1		213					48	64	5	96								
44	18	2		180					39	72	5	64								
79	22	6		236					47	78	4	107								
09	26	3		302					57	97	10	138	4							
8	24	4		202					46	50	10	96	1				1		1	
2	25	2		187					51	49	8	79								
4	19	3		209					46	85	12	66							1	
72	108	5		893					202	277	29	385					1	2	1	2
39	147	4		1002					241	353	18	390								
07	208	5		1210					264	404	22	520					4		4	
56	287	9		1486					324	486	24	652					3	3	3	3
01	183	4		1027					225	284	30	488			4		2		2	
90	107	2		724					209	190	26	299					3		3	
24	63			473					139	140	7	187							4	
907	1817	*92		13807					3244	4387	*360	5816								
311	1540	92		11,804					2768	3733	360	4943	5		4		19		31	

Tabulated by Don, Bob, & Todd

Checked by Todd Putnam 1-17-85

r. Volumes

①

OR. ON DEPARTMENT OF TRANSPOR TION

Traffic Unit

Date JANUARY 7(PM) & 8(AM), 1985
Day of Week MONDAY & TUESDAY
Remarks 14 Hour Manual Count to take note of traffic around Driveway to Mr. Roberts Driveway
From ① I-5 South Bound Off Ramp

County CLACKAMAS
City WILSONVILLE
Intersection of Pacific Hwy #1 S-Bnd & Wilsonville Rd & Driveway
Weather CLOUDY TO CLEAR
Summarized by DON CROWNOVER
To ② East Leg Wilsonville Rd.

		PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
	TIME	Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00	6							2				2		1								11
	7:00- 7:15	3					1				1												5
	7:15-7:30	5							1												1		7
	7:30-7:45	9							1														10
	7:45-8:00	12					2						1										15
	8:00-8:15	15					2				1										1		19
	8:15-8:30	3					5																8
	8:30-8:45	9					4				1												14
	8:45- 9:00	15					7		2		1												25
	9:00-10:00	26					5		5		4		1										41
	10:00-11:00	11					3		1														15
	11:00-11:15	19					3		2														24
	11:15-11:30	6					3		1		2												12
	11:30-11:45	8					3				1												12
	11:45-12:00	7					4																11
P.M.	12:00-12:15	17				1	1		1	1													21
	12:15-12:30	6											1										7
	12:30-12:45	12							3		2												17
	12:45- 1:00	6					1		2														9
	1:00- 2:00	47					8		3		1	1											60
	2:00- 3:00	31					17		5		3		1				1						58
	3:00- 4:00	49					4		4	1		1	2				1						62
	4:00- 5:00	60				1	12			1	1		2				1						78
	5:00- 6:00	31					8		1														40
	6:00- 7:00	49					5	1									1						56
	7:00- 8:00	29					5																34
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	491				2	103	1	34	3	18	2	10		1		4				2		671
	24 Hour																						

(2)

OREGON DEPARTMENT OF TRANSPORTATION

Traffic Unit

Date JANUARY 7 (PM) & 8 (AM), 1985
Day of Week MONDAY & TUESDAY.
Remarks 14 Hour Manual Count to take note of traffic around Driveway to Mr. Roberts Driveway

County CLACKAMAS
City WILSONVILLE
Intersection of Pacific Hwy #1 S-Bnd & Wilsonville Rd & Driveway
Weather CLOUDY TO CLEAR
Summarized by DON CROWNOVER

From ① I-5 Off Ramp
To ③ I-5 South Bound On Ramp

	TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
		Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00																						
	7:00- 7:15																						
	7:15 - 7:30																						
	7:30 - 7:45																						
	7:45 - 8:00																						
	8:00 - 8:15																						
	8:15 - 8:30																						
	8:30 - 8:45																						
	8:45 - 9:00																						
	9:00-10:00	1											1										2
	10:00-11:00																						
	11:00-11:15																						
	11:15-11:30																						
	11:30-11:45																						
	11:45-12:00	1																					1
P.M.	12:00-12:15																						
	12:15 - 12:30						1																1
	12:30 - 12:45																						
	12:45 - 1:00	1																					1
	1:00- 2:00																						
	2:00- 3:00						1																1
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	6:00- 7:00																						
	7:00- 8:00																						
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	3					2						1										6
	24 Hour																						

③

OREGON DEPARTMENT OF TRANSPORTATION

Traffic Unit

Date JANUARY 7(PM) & 8(AM), 1985
Day of Week MONDAY & TUESDAY
Remarks 14 Hour Manual Count to take note of traffic around Driveway to Mr. Roberts Driveway
From ① I-5 Off Ramp

County CLACKAMAS
City WILSONVILLE
Intersection of Pacific Hwy #1 S-Bnd & Wilsonville Rd & Driveway
Weather CLOUDY TO CLEAR
Summarized by DON CROWNOVER
To ④ Mr. Roberts Cafe Driveway

	TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
		Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00	3					2								1		2						8
	7:00- 7:15	2				1	1				1						1						6
	7:15-7:30	1					1										2						4
	7:30-7:45	1					1										1						3
	7:45-8:00	1																					1
	8:00-8:15	1									1		1										3
	8:15-8:30																1						1
	8:30-8:45	2							1		1						2						6
	8:45- 9:00	2											2										4
	9:00-10:00	3					1		1		1		1				2		1				10
	10:00-11:00	4						1					1				4						10
	11:00-11:15		1				2																3
	11:15-11:30																			1			1
	11:30-11:45																						
	11:45-12:00						2				1		1										4
P.M.	12:00-12:15	1					1								1		3						6
	12:15-12:30	1																					1
	12:30-12:45						2																2
	12:45- 1:00	1							1								1						3
	1:00- 2:00	2					1										3						6
	2:00- 3:00	2															5						7
	3:00- 4:00	4									1		1				4						10
	4:00- 5:00	2					1		1								3			1			8
	5:00- 6:00	3					5				1						2						11
	6:00- 7:00	1					1										3						5
	7:00- 8:00	1					1										1			1			4
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	38	1			1	22	1	4		7		7		2		40		1	3			127
	24 Hour																						

④

OREGON DEPARTMENT OF TRANSPORTATION

Traffic Unit

Date JANUARY 7(PM) & 8(AM), 1985
Day of Week MONDAY & TUESDAY
Remarks 14 Hour Manual Count to take note of traffic around Driveway to Mr. Roberts Driveway
From ① I-5 Off Ramp

County CLACKAMAS
City WILSONVILLE
Intersection of Pacific Hwy #1 S-Bnd & Wilsonville Rd & Driveway
Weather CLOUDY TO CLEAR
Summarized by DON CROWNOVER
To ⑤ West Leg Wilsonville Rd.

	TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
		Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00	50					9				1				1		3				1		65
	7:00- 7:15	20					5					1		1			1		1		1		30
	7:15-7:30	29					9				1												39
	7:30-7:45	21					8										1						30
	7:45-8:00	60					9		3				1										73
	8:00-8:15	40					11		2		2		1										56
	8:15-8:30	15					3		1	1							1						21
	8:30-8:45	13					1		7		4						1			1			27
	8:45- 9:00	16					8		1				2				3						30
	9:00-10:00	71					17		8		4		5		1		3						109
	10:00-11:00	43					8	1	4		2		4		1		3						66
	11:00-11:15	17					5	1			2		2								2		29
	11:15-11:30	21					6		1		3		1				3						35
	11:30-11:45	17					4		2		2		1				1						27
	11:45-12:00	24					5		2														31
P.M.	12:00-12:15	18					8		2								2						30
	12:15-12:30	31					2				1		1				2						37
	12:30-12:45	20					7				5												32
	12:45- 1:00	25					5						2	1									33
	1:00- 2:00	106					12		4		1		8				3		1		1		136
	2:00- 3:00	128					23		12		4		4				1				3		175
	3:00- 4:00	142					28		9		6		2				3				2		192
	4:00- 5:00	166				1	52	1	8		3		4				3						238
	5:00- 6:00	141				1	24				2	1	2				3						174
	6:00- 7:00	119					25		2				1				1						148
	7:00- 8:00	83				1	13		2		1						1						101
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	1436				3	307	3	70	1	44	2	41	2	3		39		2	1	10		1964
	24 Hour																						

OREGON DEPARTMENT OF TRANSPORTATION

Traffic Unit

⑤

Date JANUARY 7 (PM) & 8 (AM), 1985
Day of Week MONDAY & TUESDAY
Remarks 14 Hour Manual Count to take note of traffic around Driveway to Mr. Roberts Driveway
From ② E. Wilsonville Rd.

County CLACKAMAS
City WILSONVILLE
Intersection of Pacific Hwy #1 S-Bnd & Wilsonville Rd & Driveway
Weather CLOUDY TO CLEAR
Summarized by DON CROWNOVER
To ③ I-5 On Ramp

	TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
		Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00	6					4		2		1		1		1								15
	7:00- 7:15	6					4		1														11
	7:15-7:30	9					2				1												12
	7:30-7:45	8					1																9
	7:45-8:00	12					2																14
	8:00-8:15	3					2				2												7
	8:15-8:30	9					1		1														11
	8:30-8:45	6					4																10
	8:45- 9:00	9					1		1								1						12
	9:00-10:00	32					6		4		2												44
	10:00-11:00	13					3																16
	11:00-11:15	3					3		2	1													9
	11:15-11:30	10					2		1														13
	11:30-11:45	8					1																9
	11:45-12:00	6					2		1		4												13
P.M.	12:00-12:15	14																					14
	12:15-12:30	8					3		1														12
	12:30-12:45	6					3		1														10
	12:45- 1:00	9					3		2	1													15
	1:00- 2:00	39					6		3								1						49
	2:00- 3:00	83					19		3		1												106
	3:00- 4:00	117					30		5		1												153
	4:00- 5:00	136					32		4	1	1												174
	5:00- 6:00	68					19	2	2														91
	6:00- 7:00	41					8	1	3														53
	7:00- 8:00	26					1		1														28
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	687					162	3	38	3	13		1		1		2						910
	24 Hour																						

⑥

OREGON DEPARTMENT OF TRANSPORTATION
Traffic Unit

Date JANUARY 7(PM) & 8(AM), 1985
Day of Week MONDAY & TUESDAY
Remarks 14 Hour Manual Count to take note of traffic around Driveway to Mr. Roberts Driveway

County CLACKAMAS
City WILSONVILLE
Intersection of Pacific Hwy #1 S-Bnd & Wilsonville Rd & Driveway
Weather CLOUDY TO CLEAR
Summarized by DON CROWNOVER

From ② E. Wilsonville Rd.
To ④ Driveway

		PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
	TIME	Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00	6					4		2		1						4						17
	7:00- 7:15						1						1										2
	7:15-7:30																						
	7:30-7:45																						
	7:45- 8:00	2					1		1				1				1						6
	8:00-8:15	2					1		1		1						1						6
	8:15-8:30	2							1														3
	8:30-8:45	1							1								2						4
	8:45- 9:00																						
	9:00-10:00	6					3		1		4												14
	10:00-11:00	1					3			1							1						6
	11:00-11:15																1						1
	11:15-11:30	1																					1
	11:30-11:45	1					1		1		1												4
	11:45-12:00										1						2						3
P.M.	12:00-12:15	1							1		1		1										4
	12:15-12:30																						
	12:30-12:45	1									2	1											4
	12:45- 1:00																						
	1:00- 2:00	1					1						1				2						5
	2:00- 3:00	1							2				1										4
	3:00- 4:00	2									1						1						4
	4:00- 5:00	1					1																2
	5:00- 6:00	1					2				1			1									5
	6:00- 7:00	2					1																3
	7:00- 8:00						1																1
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	32					20		11	1	13	1	5	1			15						99
	24 Hour																						

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OREGON DEPARTMENT OF TRANSPORTATION
Traffic Unit

Date JANUARY 7 (PM) & 8 (AM), 1985
Day of Week MONDAY & TUESDAY
Remarks 14 Hour Manual Count to take note of traffic around Driveway to Mr. Roberts Driveway
From ② E. Wilsonville Rd.

County CLACKAMAS
City WILSONVILLE
Intersection of Pacific Hwy #1 S-Bnd & Wilsonville Rd & Driveway
Weather CLOUDY TO CLEAR
Summarized by DON CROWNOVER
To ⑤ W. Wilsonville Rd.

	TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
		Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00	70					30		2		2						3					2	109
	7:00- 7:15	21					16		1		3												41
	7:15-7:30	28					12						1								1		42
	7:30-7:45	36					15														1		52
	7:45-8:00	67					19				1										4	1	92
	8:00-8:15	49					20		6		1										2		78
	8:15-8:30	24					5		1		1										5		36
	8:30-8:45	33					10		1		1											1	46
	8:45- 9:00	30					9		1				2				1						43
	9:00-10:00	104	1				46	1	11		3		3				2		1		1	1	174
	10:00-11:00	74					21		6		3		2				2		1				109
	11:00-11:15	38					12		2		1												53
	11:15-11:30	34					8		2		3		1		1		1						50
	11:30-11:45	41				1	10		4		1						1		1				59
	11:45-12:00	44					8		5		2					1					2		62
P.M.	12:00-12:15	60					12	1	4		1		1										79
	12:15-12:30	23					11		1		2		1										38
	12:30-12:45	25					8		1				1										35
	12:45- 1:00	56					8				4						1		1				70
	1:00- 2:00	163					33	1	14		5		6				1						223
	2:00- 3:00	179				1	38		9		4		5				5				2		243
	3:00- 4:00	166				1	55		5		3	1	6				2		1		5	2	247
	4:00- 5:00	234					56	2	10	1	3	1					2					1	310
	5:00- 6:00	143					36		6		2											1	188
	6:00- 7:00	100				1	24		4				2				1				1	1	134
	7:00- 8:00	84					22		3		1						1						111
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	1926	1			4	544	5	99	1	47	2	31		1	1	23		5		24	10	2724
	24 Hour																						

⑧

OREGON DEPARTMENT OF TRANSPORTATION

Traffic Unit

Date JANUARY 7 (PM) & 8 (AM), 1985
Day of Week MONDAY & TUESDAY
Remarks 14 Hour Manual Count to take note of traffic around Driveway to Mr. Roberts Driveway

County CLACKAMAS
City WILSONVILLE
Intersection of Pacific Hwy #1 S-Bnd & Wilsonville Rd & Driveway
Weather CLOUDY TO CLEAR
Summarized by DON CROWNOVER

From ④ Driveway
To ② E. Wilsonville Rd.

	TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
		Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00	3							2		1						3						9
	7:00- 7:15																						
	7:15 - 7:30	2																					2
	7:30 - 7:45	2					1						1										4
	7:45 - 8:00	1															2						3
	8:00-8:15	2					1																3
	8:15-8:30	3															1						4
	8:30-8:45	1							1														2
	8:45- 9:00	4									1												5
	9:00-10:00	2							1		2						3						8
	10:00-11:00	1					3		1		1		1				1						8
	11:00-11:15	4					4																8
	11:15-11:30	2							1														3
	11:30-11:45	1															1						2
	11:45-12:00										1												1
P.M.	12:00-12:15	5																					5
	12:15 - 12:30	3					1						1				1						6
	12:30 - 12:45												1		1								2
	12:45 - 1:00	1									1						1						3
	1:00- 2:00	5														1	3						9
	2:00- 3:00	3									1		1				1						6
	3:00- 4:00	3											2				1						6
	4:00- 5:00	6					1				1												8
	5:00- 6:00	3															1						4
	6:00- 7:00	2					3																5
	7:00- 8:00	2					1																3
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	61					15		6		9		7		1	1	19						119
	24 Hour																						

⑦

OREGON DEPARTMENT OF TRANSPORTATION
Traffic Unit

Date JANUARY 7 (PM) & 8 (AM), 1985
Day of Week MONDAY & TUESDAY
Remarks 14 Hour Manual Count to take note of traffic around Driveway to Mr. Roberts Driveway
From ④ Driveway

County CLACKAMAS
City WILSONVILLE
Intersection of Pacific Hwy #1 S-Bnd & Wilsonville Rd & Driveway
Weather CLOUDY TO CLEAR
Summarized by DON CROWNOVER
To ③ I-5 On Ramp

	TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
		Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00	2					1				1		1		1								6
	7:00- 7:15	2									1						1						4
	7:15-7:30					1											1						2
	7:30-7:45																1						1
	7:45-8:00								1		1												2
	8:00-8:15						1										1						2
	8:15-8:30	2							2														4
	8:30-8:45	1							1		1						1						4
	8:45- 9:00												1										1
	9:00-10:00	8					4		1				3				5		1				22
	10:00-11:00	4					2						1				3						10
	11:00-11:15	1	1				1																3
	11:15-11:30	1					1																2
	11:30-11:45						2				1												3
	11:45-12:00																			1			1
P.M.	12:00-12:15	1					1		1		1												4
	12:15-12:30																						
	12:30-12:45										1		1						1				3
	12:45- 1:00	3					1		1						1								6
	1:00- 2:00	7					3										4						14
	2:00- 3:00	2					3		1		1						3						10
	3:00- 4:00	2					2				2						8						14
	4:00- 5:00	4					3						2				2						11
	5:00- 6:00	8					6				1	1	1				8			1			26
	6:00- 7:00	6					6		1					1			2						16
	7:00- 8:00	1					1										2						4
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	55	1			1	38		9		11	1	10	1	2		42		2	2			175
	24 Hour																						

(10)

OREGON DEPARTMENT OF TRANSPORTATION
Traffic Unit

Date JANUARY 7 (PM) & 8 (AM), 1985
Day of Week MONDAY & TUESDAY
Remarks 14 Hour Manual Count to take note of traffic around Driveway to Mr. Roberts Driveway

County CLACKAMAS
City WILSONVILLE
Intersection of Pacific Hwy #1 S-Bnd & Wilsonville Rd & Driveway
Weather CLOUDY TO CLEAR
Summarized by DON CROWNOVER

From ④ Driveway
To ⑤ W. Wilsonville Rd.

	TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
		Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00	2					1																3
	7:00- 7:15	2					1										1						4
	7:15-7:30	3															1						4
	7:30-7:45																1						1
	7:45-8:00																						
	8:00-8:15						3																3
	8:15-8:30						1		1														2
	8:30-8:45	1							1														2
	8:45- 9:00	2									1		1										4
	9:00-10:00	2							1		2												5
	10:00-11:00	4																					4
	11:00-11:15	1																					1
	11:15-11:30																						
	11:30-11:45																						
	11:45-12:00	1					1																2
P.M.	12:00-12:15												1										1
	12:15-12:30	1					1				1		1										[illegible]
	12:30-12:45						3																3
	12:45- 1:00	1					1				1												3
	1:00- 2:00	2					2				1						1						6
	2:00- 3:00	1					1																2
	3:00- 4:00	1						1															2
	4:00- 5:00	2					2		1														5
	5:00- 6:00																						
	6:00- 7:00	3					2																5
	7:00- 8:00																						
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	29					19	1	4		6		3				4						66
	24 Hour																						

⑪

OREGON DEPARTMENT OF TRANSPORTATION

Traffic Unit

Date JANUARY 7(PM) & 8(AM), 1985
Day of Week MONDAY & TUESDAY
Remarks 14 Hour Manual Count to take note of traffic around Driveway to Mr. Roberts Driveway

County CLACKAMAS
City WILSONVILLE
Intersection of Pacific Hwy #1 S-Bnd & Wilsonville Rd & Driveway
Weather CLOUDY TO CLEAR
Summarized by DON CROWNOVER

From ⑤ W. Wilsonville Rd.
To ② E. Wilsonville Rd.

		PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
	TIME	Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00	86					30		1				1				3				1		122
	7:00- 7:15	51					14		2		3		2										72
	7:15-7:30	56					16		2				1				2						77
	7:30-7:45	44					11			1	1		3				1				1		62
	7:45-8:00	53					23						2				1				1		80
	8:00-8:15	57					8		1				2								3		71
	8:15-8:30	31					10		4		2		1				1				5		54
	8:30-8:45	48					9		4		1	1	1		1		1				4		70
	8:45- 9:00	29					9		2				1										41
	9:00-10:00	150	1				42	1	9		11		4	1			3						222
	10:00-11:00	89					20		10		2		4				3			1	1		130
	11:00-11:15	39					4		6		2		2										53
	11:15-11:30	46					14		6	1	2		2								1		72
	11:30-11:45	34					4		1					1			3				1		44
	11:45-12:00	58					7		4		3	1	3		1		2						79
P.M.	12:00-12:15	78					17		8		3										3		109
	12:15-12:30	48					12		4		2						2						68
	12:30-12:45	39					8		1		2		1				1						52
	12:45- 1:00	29					7		2		5						1						44
	1:00- 2:00	205					37		12	2	3		10		1		2						272
	2:00- 3:00	172					37		12		5		6				2				5		239
	3:00- 4:00	217					58		11		5		4				1		3		8		307
	4:00- 5:00	263				1	66	1	14	2	3	1	4				1						356
	5:00- 6:00	236	1			1	56		6				1										301
	6:00- 7:00	154					30	1	1				1				1				2		190
	7:00- 8:00	101					19		2		1				1								124
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	2413	2			2	568	3	125	6	56	3	56	2	4		31		3	1	36		3311
	24 Hour																						

(12)

ORLGON DEPARTMENT OF TRANSPOR. :ION

Traffic Unit

Date JANUARY 7(PM) & 8(AM), 1985
Day of Week MONDAY & TUESDAY
Remarks 14 Hour Manual Count to take note of traffic around Driveway to Mr. Roberts Driveway

County CLACKAMAS
City WILSONVILLE
Intersection of Pacific Hwy #1 S-Bnd & Wilsonville Rd & Driveway
Weather CLOUDY TO CLEAR
Summarized by DON CROWNOVER

From ⑤ W. Wilsonville Rd.
To ③ I-5 On Ramp

	TIME	PASSENGER CARS					Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES
		Oregon	W/Tlr	Other	W/Tlr	Cycles & Scooters		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	
A.M.	6:00- 7:00	23					2		1		1						1		2				30
	7:00- 7:15	8					1																9
	7:15-7:30	17					3										1						21
	7:30-7:45	8					4				1												13
	7:45-8:00	17					3										1						21
	8:00-8:15	4					3		1		1												9
	8:15-8:30	7					3																10
	8:30-8:45	8					5														1		14
	8:45- 9:00	8					2		3		1												14
	9:00-10:00	43					12		5		4		4				1						69
	10:00-11:00	26					6		4		1		3				2						42
	11:00-11:15	17	1				5		4				1										28
	11:15-11:30	16	1				4				1		1										23
	11:30-11:45	11					3		2		2												18
	11:45-12:00	16					2		3				1										22
P.M.	12:00-12:15	19					4		3														26
	12:15-12:30	17					5				1						1						24
	12:30-12:45	18				1	3	1	2														25
	12:45- 1:00	14					3	1									1						19
	1:00- 2:00	75	1				18		5		5		3				1						108
	2:00- 3:00	105					21		11		5		4						1				147
	3:00- 4:00	157					39	1	9		1	1											208
	4:00- 5:00	198				1	67		16		3		2										287
	5:00- 6:00	142					37		1		2								1				183
	6:00- 7:00	76					28		1		1		1										107
	7:00- 8:00	57					5		1														63
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	14 Hour	1107	3			2	288	3	72		30	1	20				9		4.		1		1540
	24 Hour																						

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. HUNTER
Asst. State Highway Engineer

DATE: January 6, 1986

FROM: Edward L Hardt
EDWARD L. HARDT
Metro Region Engineer

SUBJECT:

ROUGH DRAFT TO CAMILLA BELLEVILLE

In December, 1985, you forwarded a letter that you had received from a Camilla Belleville, owner of the Mr. Robert's Restaurant, and asked for a draft response, which is attached. I believe you are familiar with the complaint, that is, of loss of access due to the recently installed traffic signals at the southbound Wilsonville off-ramp.

This response has been delayed until we could do an "after" traffic count of the vehicles accessing the restaurant. We had done one in January, 1985, as part of our study about this problem. As the attached data shows, our recent count indicates a drop in traffic of 16 percent after factoring for the fact that the restaurant is no longer open in the evenings. The observations of our traffic counters indicated that they saw no problems with vehicles entering or leaving the restaurant access. Ms. Belleville talked to one of our traffic counting people and she asked that she be given the results of the count and so I have included those in your response to her. Since she sent copies of her letter to A. G. Meyer, the mayor of Wilsonville, Ben Altman, city planning director and Larry Blanchard, city public works director, I would suggest that you send a copy of your response to the same individuals.

Attachment

ELH/po/cp
cc Ron Failmezger

RECEIVED
STATE HWY ENGR
JAN 9 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

Mister Robert's

RESTAURANT

Phone 682-2112

December 1, 1985

The Honorable A. Greg Meyer
Mayor, City of Wilsonville
P.O. Box 220
Wilsonville, Or. 97070

Dear Sir,

It is with deep remorse that I find myself having (as a last resort) to write your Honor and bring my apparent hopeless economical struggle before you. Our restaurant has been serving the fine city of Wilsonville and members of the surrounding community, as well as visitors up and down the I-5 corridor, for approximately eleven years. The business we conduct is under the legal auspices of I-5 Restuarant Inc. We have been doing business as Mr. Robert's Restuarant and, for these past years, have been a proud representative of this community. Our restaurant is considered a refreshing haven for many in the trucking industry and a Wilsonville landmark for both those who live here and for numerous outsiders who visit us from time to time. It seems now however that the end of our services to the community and others is about to take place. Of course such termination is not our desire, but current hope of any concrete help seems remote at best. The only solution I know of is to show my deep concern to your Honor. Please understand that it is not my desire either for any other business establishment to be put out of commission in order to relieve the pressure that the restaurant is under.

With your indulgence, I would like to explain just exactly what our problem is as it relates to the current upgrading that has been taking place in front of the restaurant. We have one and only one legal access into our property. It is a fifty foot easement from the cyclone fence running parallel along the I-5 onramp south to the Chevron property west of the freeway. The entrance west of the Chevron station does not belong to us (although many people use it to reach us) and we have no legal right to it. Therefore we are totally dependent upon our easement for legal entrance. However, on August 7, 1985 at approximately 12:15 p.m. (to be as exacting as possible), the newly employed traffic control lights were turned on at the south bound interchange. I am not so concerned about this activation of the lights as I am about the fact that the engineering of the east bound stacking lane is perfectly situated to completely and perfectly block my access. I have been told that the responsibility for this situation rests solely upon the shoulders of the State of Oregon Highway Dept. But what concerns me, your Honor, is that I had no representative from the city hall of Wilsonville to fend for me. I realize that that is only logical, seeing as how the city feels no economical setback from this action, but it has dealt

9150 S.W. Wilsonville Road, Wilsonville, OR 97007

me an almost lethal blow!

Now, I would like to offer the one solution to this problem that seems to be so simple and, in my way of thinking, equitable. If the stacking lane could be situated back (west of the east bound light) to the west edge of Mr. Robert's easement, placing the stacking lane back and out of the way of our access, then anyone traveling along I-5 who wishes to patronize us would be allowed a legal and suitable entrance.

The one argument against this solution (so I have been told) is that it would impose a dangerous situation for pedestrian traffic attempting to cross from the west side of the south bound on ramp to the east side and vice versa. Nevertheless, I must protest such reasoning for the simple reason that pedestrian traffic should not be controlled by the green, amber and red lights, but by the common "Wait" and "Walk" lights employed in most all hazardous situations involving pedestrian foot traffic. Surely the traffic control lights could be synchronized in conjunction with these.

I am sorry to have taken so much liberty as it concerns the length of my correspondence to you; but, I felt that in order to insure your awareness of my peculiar situation I must take pains to do what I can to spell out my position for your Honor. I thank you for your kind attention and will appreciate any suggestions or help you might be able to give.

Sincerely,

Camilla Belleville

Camilla Belleville
Owner

cc: E. F. Hunter
B. Altman
L. Blanchard

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	12-160
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved: O M B No. 04-R2089

State: Oregon
County: Clackamas & Washington
Project Number: IR-5-5(88)283

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 850,355.00	$ 875,899.00
Federal funds	$ 784,195.00	$ 807,752.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18TH day of DEC , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 11, 1985

FEDERAL AID PROJECT NO. IR-5-5(88)283

Stafford Road Interchange & Wilsonville Interchange Section
Pacific Highway
Clackamas & Washington Counties

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
Channelization (M.P. 283.88 + 286.16)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Signal Interconnect (P.A. #2A)	$7,735.00	---	--	100%	$ 7,735.00
Relocate Conduit (F.A. #1)	--	---	--	--	5,147.82
Reimburse Flaggers (F.A. #3)	--	---	--	--	5,992.38
					$18,875.20

Increase	$ 18,875.00
Subtotal from Estimate of October 15, 1985	504,652.72
Subtotal	$523,527.92
Engineering	72,492.08
Total	$596,020.00

TYPE CODE Y030
Illumination

Total as on Estimate of October 1, 1984	$ 13,847.00

TYPE CODE Y031
Traffic Signals (4 locations)

Total as on Estimate of October 1, 1984	$197,206.00

Length of Project ------------------- 0.0 mile

RETAIN IN RESERVE

City of Wilsonville (Storm Sewer)

All Required	$ 60,640.00
Engineering	8,186.00
Total	$ 68,826.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	City Funds
Channelization	$596,020.00	$549,649.00	$46,371.00
Illumination	13,847.00	12,769.00	1,078.00
Signals	197,206.00	181,863.00	15,343.00
SUBTOTAL	$807,073.00	$744,281.00	$62,792.00
Reserve	68,826.00	63,471.00	5,355.00
TOTAL	$875,899.00	$807,752.00	$68,147.00

Appn Code: 044

Group 1: 100%
Contract No. 9887
Prefix: 603-1904 (PE)
Prefix: 634-1955 (PE)
Prefix: C09887

Clackamas County = 58%
Washington County = 42%

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 500.00

RLC:me

9887

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-118	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County CLACKAMAS & WASHINGTON
MODIFICATION NUMBER 1	10-15-85	Project Number IR-5-5(88)283

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 803,886	$ 850,355
Federal funds	$ 741,342	$ 784,195
Other revisions		

This modification is made for the following reasons: To correct previous posting of costs in summary of funds, and to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 15, 1985

FEDERAL AID PROJECT NO. IR-5-5(88)283

STAFFORD ROAD INTERCHANGE & WILSONVILLE INTERCHANGE SECTION
PACIFIC HIGHWAY
CLACKAMAS & WASHINGTON COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (M.P. 283.88 + 286.16)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Treated Base Mixture	9.73	6,600	$ 64,218.00	7,354	$ 71,554.42
Class C Asphalt Concrete Mixture	18.25	4,600	83,950.00	5,133	93,677.25
SUBTOTAL			$148,168.00		$165,231.67

Increase	$ 17,063.67
SUBTOTAL from Estimate of October 1, 1984	487,589.05
Subtotal	$ 504,652.72
Engineering	65,823.28
Total	$ 570,476.00

TYPE CODE Y030
ILLUMINATION

TOTAL as on Estimate of October 1, 1984 $ 13,847.00

TYPE CODE Y031
TRAFFIC SIGNALS (4 LOCATIONS)

TOTAL as on Estimate of October 1, 1984 $ 197,206.00

Length of Project ------------------- 0.0 mile

RETAIN IN RESERVE

City of Wilsonville (Storm Sewer)	All Required	$ 60,640.00
	Engineering	8,186.00
	TOTAL	$ 68,826.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	City Funds
Channelization	$ 570,476.00	$ 526,092.00	$ 44,384.00
Illumination	13,847.00	12,769.00	1,078.00
Signals	197,206.00	181,863.00	15,343.00
SUBTOTAL	$ 781,529.00	$ 720,724.00	$ 60,805.00
Reserve	68,826.00	63,471.00	5,355.00
TOTAL	$ 850,355.00	$ 784,195.00	$ 66,160.00

Appn Code: 044

Group 1: 100%
Contract No. 9887
Prefix: 603-1904 (PE)
Prefix: 634-1955 (PE)
Prefix: C09887

Clackamas Co. = 58%
Washington Co. = 42%

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 500.00

RLC:pf

9887

STATE COPY

TO BE COMPLETED BY FHWA 10-59	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY CLACKAMAS & WASHINGTON PROJECT NO. IR-5-5(88)283

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Stafford Rd. Interchange & Wilsonville Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-1-84	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 803,886.00	$ 741,342.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XX FOR: H. S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator OCT 1 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 1, 1984

FEDERAL AID PROJECT NO. IR-5-5(88)283

Stafford Road Interchange & Wilsonville Interchange Section
Pacific Highway
Clackamas & Washington Counties

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (M.P. 283.88 + M.P. 286.16)

Mobilization	Lump Sum	All	Lump Sum	$ 26,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	5,000.00
Temporary Signs	Sq. Ft.	665	8.50	5,652.50
Temporary Barricades	Each	13	40.00	520.00
Temporary Plastic Safety Markers	Each	70	23.00	1,610.00
Flaggers	Hour	500	1.00	500.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	1,500.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	4,500.00
Ditch Excavation	Cu. Yd.	10	11.00	110.00
General Excavation	Cu. Yd.	4,008	4.00	16,032.00
Extra for Topsoil Material	Cu. Yd.	90	12.00	1,080.00
Trench Excavation	Cu. Yd.	984	11.00	10,824.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	1,500.00
Watering	M-Gal.	50	10.00	500.00
Structure Excavation	Cu. Yd.	213	4.00	852.00
Special Wall Backfill	Cu. Yd.	82	18.50	1,517.00
Treated Base Mixture	Ton	6,600	9.73	64,218.00
Cement in Treated Base Mixture	Ton	360	68.00	24,480.00
Aggregate Shoulders	Ton	1,800	8.72	15,696.00
Class "C" Asphalt Concrete Mixture	Ton	4,600	18.25	83,950.00
Asphalt Cement in Mixture	Ton	275	160.00	44,000.00
Hydrated Lime in Mixture	Ton	55	1.00	55.00
~~Asphalt in Tack Coat~~	~~Ton~~	~~8~~	~~200.00~~	~~1,600.00~~
Concrete in Walls	Cu. Yd.	108	192.50	20,790.00
Reinforcement in Walls	Lb.	1,750	0.40	700.00
Salvage and Reinstall Metal Railing	Lin. Ft.	80	8.00	640.00
18-inch Culvert Pipe	Lin. Ft.	116	16.50	1,914.00
8-inch Storm Sewer Pipe	Lin. Ft.	50	14.50	725.00
12-inch Storm Sewer Pipe	Lin. Ft.	422	14.50	6,119.00
15-inch Storm Sewer Pipe	Lin. Ft.	42	24.50	1,029.00
18-inch Storm Sewer Pipe	Lin. Ft.	300	17.50	5,250.00

24-inch Storm Sewer Pipe	Lin. Ft.	446	27.00	12,042.00
Extra for Pipe Under Pavement	Lin. Ft.	886	6.50	5,759.00
Concrete Manholes	Each	6	700.00	4,200.00
Concrete Inlets, Type G-1	Each	5	305.00	1,525.00
Concrete Inlets, Type CG-1	Each	1	315.00	315.00
Concrete Inlets, Type G-2	Each	7	325.00	2,275.00
Concrete Inlets, Type CG-2	Each	1	335.00	335.00
Concrete Inlets, Type G-2MA	Each	6	400.00	2,400.00
6-inch Drain Pipe	Lin. Ft.	1,500	1.50	2,250.00
Gravel in Drains	Cu. Yd.	135	16.50	2,227.50
Guard Rail, Type 2A	Lin. Ft.	775	9.75	7,556.25
Guard Rail, Type 3	Lin. Ft.	100	21.00	2,100.00
Guard Rail Anchors, Type 1	Each	5	250.00	1,250.00
Guard Rail Anchors, Type 1 Modified	Each	1	250.00	250.00
Rail End Pieces, Type B	Each	1	50.00	50.00
Rail End Pieces, Type C	Each	5	85.00	425.00
Type 2 Fence	Lin. Ft.	200	4.30	860.00
Concrete Walks	Sq. Yd.	533	12.85	6,849.05
Concrete Driveways	Sq. Yd.	25	18.50	462.50
Concrete Curbs	Lin. Ft.	1,000	4.90	4,900.00
Extra for Asphalt Approaches	Each	9	150.00	1,350.00
Concrete Barrier	Lin. Ft.	766	19.50	14,937.00
Paved Culvert End Slopes	Sq. Ft.	62	9.50	589.00
Drainage Curbs	Lin. Ft.	343	2.75	943.25
Geotextile Fabric in Drains	Sq. Yd.	1,225	1.20	1,470.00
Delineators, Type 2	Each	78	18.00	1,404.00
Delineators, Type 3	Each	28	20.00	560.00
Adjusting Manholes	Each	1	350.00	350.00
Adjusting Inlets	Each	4	150.00	600.00
Adjusting Boxes	Each	4	70.00	280.00

SIGNING

Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	3,000.00
Wood Sign Posts	Lump Sum	All	Lump Sum	2,200.00
Sign Support Footings	Lump Sum	All	Lump Sum	5,000.00
Single Post Slip Base Sign Supports	Lump Sum	All	Lump Sum	6,000.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	5,500.00
Type "AA" Signs in Place	Sq. Ft.	858	19.00	16,302.00
Type "C" and "D" Signs in Place	Sq. Ft.	208	8.50	1,768.00
Type "EE" Signs in Place	Sq. Ft.	204	9.00	1,836.00
Type "M" Signs in Place	Sq. Ft.	32	7.50	240.00
Thermoplastic Pavement Arrows	Each	8	250.00	2,000.00
Furnishing and Planting Trees	Each	4	20.00	80.00
Furnishing and Planting Shrubs	Each	500	8.00	4,000.00

Furnishing and Planting Ground Covers	Each	988	1.25	1,235.00
Bark Mulch	Unit	9	150.00	1,350.00
				$478,789.05

ANTICIPATED ITEMS

Permanent Pavement Striping		All Required		$ 6,300.00
Temporary Pavement Striping		All Required		1,000.00
Temporary Erosion Control		All Required		1,000.00
Roadside Seeding and Mulching		All Required		500.00
				$ 8,800.00
		Subtotal		$487,589.05
		Engineering		65,823.95
		Total		$553,413.00

Type Code Y030
Illumination

Pole Foundations	Lump Sum	All	Lump Sum	2,500.00
Luminares, Lamps and Ballasts	Lump Sum	All	Lump Sum	4,000.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	5,700.00
		Subtotal		$ 12,200.00
		Engineering		1,647.00
		Total		$ 13,847.00

Type Code Y031
Traffic Signals (4 locations)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	140,300.00
Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum	12,000.00
Model 170 Controller Equipment Complete	Lump Sum	All	Lump Sum	15,500.00
				$167,800.00

ANTICIPATED ITEMS

State Furnished Prom & Program		All Required		1,400.00
Signal Controller Testing & Turn On		All Required		4,550.00
				$ 5,950.00
		Subtotal		$173,750.00
		Engineering		23,456.00
		Total		$197,206.00

Length of Project -------------- 0.0 mile

RETAIN IN RESERVE

City of Wilsonville (Storm Sewer)	All Required	$ 60,640.00
	Engineering	8,186.00
	Total	$ 68,826.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	City Funds
Channelization	$ 553,413.00	$ 510,357.00	$ 43,056.00
Illumination	13,847.00	12,769.00	1,078.00
Signals	167,800.00	154,745.00	13,055.00
SUBTOTAL	$ 735,060.00	$ 677,871.00	$ 57,189.00
Reserve	68,826.00	63,471.00	5,355.00
TOTAL	$ 803,886.00	$ 741,342.00	$ 62,544.00

Group 1: 100%
Contract No. 9887
Prefix: 603-1904 P.E.
634-1955 P.E.
634-1013

Clackamas Co. = 58%
Washington Co. = 42%

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 500.00

CL:me WH:pf

Mister Robert's

RESTAURANT

Phone 682-2112

RECEIVED
STATE HWY ENGR
DEC 6 '85
REFER TO
FOR
Info Invest R/D D/R Sign Act File

December 5, 1985

12/6 Ed Hardt, —
Please [illegible] draft reply for E.F.H.
[illegible] Due 12/18.

NOTED
E. S. HUNTER

Mr. E. F. Hunter
Dept. of Transportation
Highway Division
Transportation Bldg.
Salem, Or. 97310

Dear Mr. Hunter,

It is my understanding that progress is the activity of today and the assurance of tomorrow. Therefore, far be it from me to complain whenever I see suitable changes taking place that will benefit the developement of my community. Nevertheless, I do have what I consider to be a definite concern regarding this past years progessive developement along Wilsonville Road in the heart of Wilsonville, Or. In the enhancing of my communities appeal to outsiders, a more efficient and regulated roadway has been developed in conjunction with the State of Oregon's Highway Dept. But, in the process, I have become a reluctant (not to mention innocent) economical fatality.

There was a time when I felt somewhat secure as an honest entrepreneur of Wilsonville's cuisine trade. Now, however, I've come to realize that progess is the real cure for an overestimate of onesself. With Mr. Robert's trade cut all most in half (as a result of discouraged access into the property) I no longer am able to function as a profitable establishment. Thus, I am offering this petition of concern to you for two basic reasons. First, to make you aware of my disquietude and second, it is my hope that this effort will gender some consideration by the State of Oregon Highway Department in helping me to either rectify my loss of trade because of inadequate access into Mr. Robert's or possibly to offer some remunerative take over.

I beg your personal attention in this matter and will wait to hear from you.

Sincerely,

Camilla Belleville

Camilla Belleville
Owner

cc: A. G. Meyer
B. Altman
L. Blanchard

14046

9150 S.W. Wilsonville Road, Wilsonville, OR 9[illegible]

STATE OF OREGON INTEROFFICE MEMO

HIGHWAY DIVISION INT

TO: Memo To The File DATE: November 27, 1985

Ed

FROM: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Wilsonville Diamond Interchange

The existing Wilsonville Diamond Interchange has nearly become obsolete due to the rapid expansion in the Wilsonville area over the last several years. As a result of that expansion, traffic has increased to the point that the intersection of the southbound on and off ramps with Wilsonville Road in the west half of the diamond interchange has required signalization. Installation of the signals is complete and they are now operating. In addition, Wilsonville Road westerly of that intersection is being improved by a City of Wilsonville contract. The combination of these two construction projects has created an access problem for Mr. Robert's Restaurant, which is in the southwest quadrant of the interchange.

As a result of these complications, and recognizing that Wilsonville is a rapidly growing area, the Preliminary Design Unit has layed out an interchange based on projected traffic for the year 2006. In order to function properly with the traffic projected for the year 2006, a loop is required in both the southwest and southeast quadrants. This design was placed on a area mosaic and provided to the City of Wilsonville at a meeting in my office last week. The City was happy to receive this information as they are about to embark on an update of their comprehensive plan.

Today Ed Hardt and I met with Don Amalla, owner of the bulk of the property in the southwest quadrant, and his attorney, Richard Ligon. We discussed the future interchange design with them and indicated that this information had been supplied to the City of Wilsonville. Mr. Amalla wishes to develop the property in the southwest quadrant and has been negotiating with the City of Wilsonville for an access to Wilsonville Road between the interchange and the Boones Ferry-Wilsonville Road Intersection. The City will again be considering the request at it's December 2, 1985 council meeting. Mr. Hardt will be at that same meeting to explain the future interchange design for the benefit of the City Council. What City staff's recommendations will be regarding Mr. Amalla's request of access is not known at this time.

81-125-1387

Mr. Amalla, at one time, had been hoping that the State would buy his access rights to Wilsonville Road, which would provide him some money to develop an access furthur to the west. In our judgement, Mr. Hardt and I see no reason for the State to buy that access and we so advised Mr. Amalla and his attorney.

The matter of access to Mr. Robert's Restaurant and the remainder of the property owned by Mr. Amalla seems to be in the hands of the City of Wilsonville, and may not be resolved until they have completed the process of updating their comprehensive plan.

cc: J. B. Boyd
Ed Hardt

ESH:cm

9887

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: November 20, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

NOTED
E. S. HUNTER

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-5(88)284

Contract 9887, Work Completed October 11, 1985

Project Stafford Rd. Intch. & Wilsonville Intch.

Highway Pacific

County Washington & Clackamas

We request that your office return a signed copy of this letter i dicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 30, 1985

G. K. Hossner
for Dale E. Wilken
Division Administrator

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR

DEC 4 '85

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

734-2023 (2-85)

WOODARD & LIGON
ATTORNEYS AT LAW

D. ERIC WOODARD
RICHARD T. LIGON

503-682-7272

November 7, 1985

Mr. E. S. Hunter
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
NOV 8 '85
REFER TO
FOR
Info

Re: Wilsonville Road Signal Project and
Access to Mr. Robert's Restaurant

Dear Mr. Hunter:

Thank you for your courtesies extended to me during our phone conversation of today's date. At this point, it is fair to say that my client feels a great degree of frustration with the status of the above situation.

We are in the dark as to what the State intends to do with regard to the access into Mr. Robert's Restaurant which has been curtailed due to the signal project. We believe the State has acted in a very unsympathetic fashion toward the whole situation regarding our property interests and businesses.

Early on we were promised that signals would not be activated until the access matter was solved. We have several witnesses, including myself, who participated at meetings where State staff made these promises. Despite the promises you have turned on the signals. The result has been that Mr. Robert's Restaurant has suffered a substantial reduction in business. The restaurant now no longer serves dinners, and closes at 3:00 o'clock p.m. each day. I advised the State about the effect on the business by letter dated August 21, 1985 to Mr. Ed Hardt. He responded to the effect that he did not feel there seemed to be much of a problem, and that we would hear from the State within six weeks of that date (i.e. September 5, 1985) about the "actual negotiation process with respect to removal of the restaurant access."

As I noted by phone, we did hear from Mr. James McClure by letters dated October 10 and 11, 1985. However these letters are difficult to understand as to exactly what the State intends to do. In fact, during the recent appeal to the Wilsonville City Council regarding the location of an alternate accessway to serve the restaurant property from Wilsonville Road (i.e. further west), the City Council directed that a second public hearing be advertised and conducted primarily for the purpose of soliciting testimony from the State as to its intent. This has caused a delay in the City's decision as to approval of an alternate access of at least a month.

In conclusion, I respectfully request to meet with yourself and any other appropriate person from your agency for the purpose of asking the State exactly what it intends to do. I will appreciate a meeting as early as possible during the week of November 11-15, 1985, as we must have an idea of the State's intent before we properly can plan for the future development of the Wilsonville Square properties.

Please contact me when you have had a chance to update yourself as to this matter.

Sincerely,

Richard T. Ligon

RTL/mfw
cc: Mr. Donald Mala

1087

October 31, 1985

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

CON 5

Re: Time Extension Request
Stafford Rd. Intch.-Wilsonville Intch.
Contract No. 9887
FAP No. IR-5-5(88)284

Your request for additional contract time in which to complete the above project has been reviewed. A contract time adjustment of 3 calendar days is granted due to a staking delay and due to delays in striping and signal loop layout.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Chuck Lobaugh w/att.
FHWA w/att.
Bruce Walton - Note: This extension is FHWA N-P

TE/229

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: October 21, 1985

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: STAFFORD RD. INTCHGE-WILSONVILLE INTCHGE.
PACIFIC HIGHWAY
CONTRACT 9887

The contractor on this job, Cascade Construction, has overrun the project by 3 days, and has submitted the attached time extension request. The time justified by the contractor is outlined in three items, and total 35 days.

Chuck Lobaugh has analyzed each item and can justify granting 1 day due to staking delays, and two days due to delays in striping, deciding on loop placement and coordinating the loop placement and the striping.

I recommend we grant the 3 days due to the above listed reasons, and this will remove all liquidated damages.

10-30-85

W. E. Schwantz -
I concur with Region and Project Manager and recommend a 3 C.D. time extension.

MC/gw
Attachment
cc: Chuck Lobaugh

MC/10/21/85-12

RECEIVED
OCT 22 1985
CONSTRUCTION SECTION
CE___ CAE ___ LS___ TC___
COE___ OM___ SA___ CC___
OE___ FE___ CP___
CA___ PQC___
CAM___ QCS___
EEO___ FILE___

11-129-1987

jc cc: USHD ([illegible]ien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
AT HWY ENGR
NOV 26 '85
REFER TO Fredrickson by 11/29
FOR

Info	Inves	R/D	A/R	Sign	Act	File

REGION NO. 10	REPORT NO. 2	COUNTY Washington-Clackamas	DIVISION Oregon

IN COMPANY WITH: Glenn Roth, Marion Craft, Don Beeker;OSHD and Dee Staten; Wilsonville

DATE OF INSPECTION 10-30-85	INSPECTION MADE BY T. P. Lowe, Area Engineer Original Signed by T P LOWE	PROJECT NO. IR-5-5(88)284

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 103 %	WORK COMPLETED 100 %

STAFFORD ROAD - WILSONVILLE INTERCHANGE
PACIFIC HIGHWAY
Grading, Paving, Signing, Signals, Illumination & Landscaping

This project provided for ramp widening and the installation of terminal ramp signalization along with channelization on the crossroad. The contractor used 123 days to complete the work, three days more than the contract allowed.

The final estimated cost will underrun the original authorization of $834,000 by 5%.

At the southwest quadrant of the Wilsonville interchange there is an access problem associated with the Mr. Roberts Cafe. There are a large number of 18 wheel type trucks parked in Mr. Roberts Cafe's parking lot. There are some operational problems with the new signalized interchange when a large truck crosses Wilsonville Road and enters the access to the cafe. The State right-of-way is currently negotiating to find alternate accesses to Mr. Roberts Cafe or purchase and close the cafe. The current access to the cafe is not satisfactory and therefore, acceptance of this contract work can be made only subject to the State's agreement to close the access in the future. The State has verbally made that agreement. This matter must be resolved before final FHWA acceptance of the project.

NOTED
W. E. SCHWARTZ

(Continued)

It was noted the city of Wilsonville has a project currently under construction to improve the Wilsonville Road on both ends of the subject project. Geometrics of the City's project match up to the geometrics of this project. Traffic flow through this intersection will be enhanced considerably upon completion of the City's project.

The subject project appears to have been constructed in conformance with the contract requirements and therefore acceptance is recommended.

- TPL -

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: October 14, 1985 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

**ORIGINAL SIGNED BY
GARY A. POTTER**

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40121
Project No. IR-5-5(97)284
Wilsonville Interchange Section
Pacific Highway
Clackamas County
File No. 31322

Enclosed is revised data consisting of the PR-1 form, map no. 1A-8-7, project agreement (PR-2) and a project agreement estimate for the subject project.

I request authorization to proceed with the actual acquisition of access rights at an estimated total cost of $125,000.00 with an obligation of $115,275.00 in federal funds.

RDF:me
Encl.
cc: Ed Hardt (Metro)
Don Aman
General Files ✓

Form 734-3122

TO BE COMPLETED BY FHWA	US Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Clackamas PROJECT NO. IR-5-5(97)284

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 "Wilsonville Interchange"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		0.0
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro-rata 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 125,000.00	FEDERAL FUNDS $ 115,275.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

MX Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator ______________________

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

FEDERAL - AID PROGRAM DATA

STATE NAME	STATE CODE	APPM CODE	PROJECT NUMBER: PREFIX LETTER(S)	PROJECT NUMBER: NUMBER	PROJECT NUMBER: SEQ. NO.	I PROJECT POST MI.	ITEM NO.	PROJECT LOCATION
OREGON	41	044	IR-	5-5	(97)	284	40121	I-5 Wilsonville Interchange

CHARACTER OF PROPOSED WORK	CLASS OF FEDERAL FUNDS	NAME OF URBAN AREA
Rignt-of-way Acquisition	Interstate (4R)	- - -

COUNTY NAME	CODE	REGION		PRESENT	CONG. DIST.	4R PROJ.	DATE
Clackamas	005	10	ADT	8,200	5		10/14/85
			DHV				

ROUTE NO.	FEDERAL - AID	F	P	STATE	U.S.
I	I-5			1	---

KEY ID NO. 00978

WORK TYPE	TYPE OF IMPR.	SECTION	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (92.22%)	STATE FUNDS	OTHER FUNDS
ROW	12	"Wilsonville Interchange"	0.0	125,000.00	115,275.00	9,725.00	
PREPARED BY RDF:me		PROJECT TOTALS	0.0	125,000.00	115,275.00	9,725.00	

REMARKS

Project Data: Work under this project consists of right-of-way acquisition as required to acquire access control in the S.W. quadrant of the interchange. Prior to completion of the construction in this area, it was determined that the present access would be in conflict with the operation of the traffic signals and should therefore be eliminated.

23 CFR 771 Requirements: Preliminary engineering and construction was approved under the statewide categorical exclusion. The closing of one business access is considered to be an action that does not have a significant effect on the environment and therefore would be a Class II categorical exclusion.

Note: 1) Additional Data: See Item No. 40121, Project IR-5-5(84)284 and IR-5-5(88)284.

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: October 4, 1985

Donald C Aman
FROM: Don Aman
Condemnation/Federal Aid Coordinator

SUBJECT: Wilsonville Interchange - Mr. Roberts Restaurant
Pacific Highway
Clackamas County

We had previously programmed four files on the above project. The scope of the project has been reduced to acquire access only. The acquisition of this right-of-way is estimated to cost $125,000 and does not require a relocation or moving allowance.

Please reprogram the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers file 31322 as shown on the attached portion of map 1A-8-7.

DA:pr

Attachment

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT 4 PROGRAM UNIT ___
OCT 7 1985
REFER TO Brock
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

RECEIVED
OCT 8 1985
Federal Aid Unit

81-125-1387

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

September 10, 1985
IN REPLY REFER TO
HFO.6-OR

R U
Y GR

SEP 27 '85

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IR-5-5-(97)284
Oregon Project IR-5-5-(88)284
Wilsonville Interchange Section
Pacific Hwy. - Clackamas Hwy.

The existing construction project has been advanced as a class 2 (categorical exclusion). The proposed R/W project involves a business relocation and therefore does not qualify under the existing classification. We suggest the modified access control be advanced as a separate Assessment/FONSI action.

Action on Mr. Potter's August 29, 1985, request will be detained pending appropriate environmental documentation.

Sincerely yours,

f

Dale E. Wilken
Division Administrator

cc:

OSHD (G. Potter, Program)
OSHD (C. Gilmour, Environ)
OSHD (J. B. Boyd, R/W)

RECEIVED
STATE HWY ENGR

SEP 12 '85

REFER TO Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

9/12/85
Gilmour
TAA
C Potter
Boyd

E. S

RECEIVED
SEP
Environmental Section

Ed - Bruce Boyd is handling this one. Apparently will program ROW for purchase of access control - not as a separate project involving business relocation. Com

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(88)284

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas and Washington

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40094 & 40121

6. TO

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 2, 1984

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Stafford Road Interchange and Wilsonville Interchange

11. GENERAL DESCRIPTION OF WORK

Modify roadway drainage system

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8-2-84 as requested in Mr. Fredrickson's letters of 6-14-85 and 9-3-85 as being cost effective for the use of City of Wilsonville forces to proceed with the above work. State Force Order No. 4 representing work to be performed by City of Wilsonville forces is approved for a TEC of $60,640; Federal Funds $55,922.

RECEIVED
STATE HWY ENGR
SEP 10 '85
REFER TO Potter
FOR
Info | Issue | R/D | D/R | Sign | Act | File

Orig. to 9/10

14. DATE 9/9/85

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

N

In Reply Refer to
File No.:
PRO 6-2

Date: August 29, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40121
Project No. IR-5-5(97)284
Wilsonville Interchange Section
Pacific Highway
Clackamas County

Enclosed is data consisting of PR-1 forms, project maps and right-of-way Map No. 1A-8-7 for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $230,000 with an obligation of $212,106 in federal funds. The area to be acquired are as outlined in red on the enclosed right-of-way map. Relocation consists of a commercial move at an estimated cost of $10,000.

Enclosed also are copies of the Project Agreement Estimate and Project Agreement (PR-2) forms for the project.

CPL:me
Encl.
cc: E. Hardt
J. Boyd
D. Aman
C. Gilmour
General Files

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: August 28, 1985

JBBoyd

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Access Control
Wilsonville Interchange
Pacific Highway
File 31322

NOTED
E. S. HUNTER

The problem of solving the access at Mister Robert's Restaurant in Wilsonville was discussed in detail with Mr. Hardt, Mr. McClure and Mr. Rolfe. The problem continues to be a chicken-and-egg situation. It is difficult to arrive at a solution that involves so many different organizations; the Highway Division; City of Wilsonville; Mr. Mala, owner of the real property; the lessor of the restaurant, Mrs. Belleville; and the adjacent property owners, Mrs. Young and the attorney to the east, Mr. Burda.

The following appears to be the only logical solution:

1. Appraise the property and define the damages for the direct removal of access to Mr. Mala's property through the easement adjacent to our right-of-way.
2. Determine if the Federal Highway Administration is going to approve a construction solution to the problem.
3. If a solution can be reached through #2, above, obtain an agreement with all parties indicating that the solution is acceptable to all parties in lieu of damages or litigation.

JBB:mk

cc: E. S. Hunter ✓
Ed Hardt
Ken Rolfe

RECEIVED
STATE HWY ENGR
AUG 29 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9887

1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 26, 1985
IN REPLY REFER TO
HFO.6-OR

RECEIVED
STAT : HWY ENGR
AUG 27 '85
REFER TO
Bothman/cm
FOR

NOTED
E. S. HUNTER

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

Oregon Project IR-5-5(88)284
Stafford Road - Wilsonville Interchange
Pacific Highway - Contract 9887
Washington & Clackamas Counties
Order for Force Work No. 4

Having received no reply to our June 18, 1985 request for support data we assume you have elected to not claim Federal reimbursement on this work order. Please send us an informational copy of OFW No. 4 showing a "non-participating" accounting code.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (C. O. Fredrickson, Const)
OSHD (G. A. Potter, Program)

WOODARD & LIGON
ATTORNEYS AT LAW

D. ERIC WOODARD
RICHARD T. LIGON

503-682-7272

INT 5-2

RECEIVED
STATE HWY ENGR
AUG 22 '85
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER
cc Boyd
Schwartz
8/23/85
cm

August 21, 1985

Mr. Ed Hardt
Regional Engineer
Department of Transportation
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

Re: Traffic Signals Blocking Access to
Mr. Robert's Restaurant in Wilsonville

Dear Mr. Hardt:

Mr. Donald F. Mala, one of the owners of real property adjoining Wilsonville Road has asked me to contact you regarding the hinderance of access into Mr. Robert's Restaurant caused by the installation of traffic signals in Wilsonville. Mr. Mala has an ownership interest in the parcel on which the restaurant is located. This land is leased to the business which is operated by Camilla Belleville.

I learned recently that Mr. H. Scott Coulter passed away and I send my regrets. Due to this circumstance, I was unsure who was in charge of the traffic signalization project and accordingly contacted State Highway attorney, Jack Sollis, about the access problem. He indicated I should address our concerns to you.

I am attaching a copy of a letter from Mrs. Belleville to Mr. Mala which points out the seriousness of the situation. Mrs. Belleville has attached to her letter a copy of statements from customers of the restaurant. As you can see the traffic signals have made access into the restaurant very difficult for many customers. Mrs. Belleville told me that she has suffered a decline in the volume of her sales beginning when the traffic signals were activated, and even before that during construction.

In prior dealings with the State Highway Division Mr. Mala, Mrs. Belleville and I were advised that the lights would not be activated until the installation of an alternate access was completed. As you know we have expressed our concern previously that the blockage of access created by traffic accumulation behind the signals would damage the business.

At this time we understand that the State is proceeding with engineering plans and appraisal work for purposes of making an offer to purchase an alternate access southerly from Wilsonville Road which will service the restaurant and Mr. Mala's other properties. In no way should you construe this letter as being a hinderance to the completion of that process. Rather, I bring to you a problem which we believe exists and seek in good faith to reach an interim resolution pending completion of the purchase of the new access.

Based on the above, I will appreciate being advised as to the anticipated schedule for initiation of the new access. This would help us to formulate a time frame for resolving the traffic light problem. We are desirous to meet with yourself and City officials as soon as possible to explore possible alternatives to the access blockage on an interim basis.

When you have reviewed my letter I very much will appreciate your contacting me. I appreciate your professional courtesies.

Sincerely,

Richard T. Ligon

Richard T. Ligon

RTL/mfw
enc.
cc: Donald F. Mala
Jack L. Sollis
Camille Belleville
E. S. Hunter ✓
Larry Blanchard

PACIFIC HORIZONS REAL ESTATE, INC.
REAL ESTATE SECURITIES & BROKERAGE
30150 S.W. PARKWAY AVENUE / WILSONVILLE, OREGON 97070 / 503/682-3771

August 15, 1985

Woodard & Ligon
Attorneys at Law
29870 SW Parkway Avenue
P.O. Box 660
Wilsonville, Oregon 97070

Attn: Richard Ligon

Dear Richard:

Several complaints have been received regarding the restricted access to the Mr. Roberts restaurant. This limited access is primarily caused by the activation of the traffic signals at the I-5 - Wilsonville Road intersection. Enclosed is the most recent written complaint from Camilla Belleville, the lessee of Mister Roberts Restaurant, with attached comments from her patrons which verify that the traffic signal lights at this intersection are adversely affecting the operation of the restaurant.

I have personally attended two meetings held by the State Highway Department where it was stated by State Highway Department personnel that the traffic lights would not be activated until an alternate access was developed for the Mr. Roberts restaurant. Apparently the State Highway personnel have decided not to honor this verbal commitment. Please contact the responsible personel at the State Highway Department and the City of Wilsonville to determine whether this situation can be alleviated. Although this problem might seem of little consequence to the State Highway Department personel, if action is not taken to correct this inequity, a small family restaurant operation could be put out of business.

Marlin DeHaas has been asked to assist the State Highway Department with the land survey for the proposed alternate access to the restaurant and the interface with the Wilsonville Square proposed roadway system. Marlin indicated to me that this project is going forward, but there has been no final determination of the location of the road right-of-way which is to provide the alternate access to the restaurant. If you can be of assistance in determining the schedule for initiation of this access, a time frame for resolving the associated traffic light problem could be ascertained.

If I can be of assistance in resolving the aforementioned problems, please contact me at your earliest convenience.

Sincerely,

Donald F. Mala
Property Manager

DFM:leh

Enclosure: Letter from Camilla Belleville to Alderwood, Ltd. Mr. Don Mala, dated August 14, 1985 with attached survey of patrons of the Mr. Roberts Restaurant.

cc: Camilla Belleville

Mister Robert's

RESTAURANT

Phone 682-2112

August 14, 1985

Alderwood, Ltd.
Mr. Don Mala
P.O. Box 6
Wilsonville, Or. 97070

Dear Don,

I would like to express my anxiety to you regarding our current economical struggle. As you know, during the past three to four months, the construction along Wilsonville Road has hindered our business greatly. With consideration and even desire for improvement to our area, I have deemed it my place to exercise professional forbearance while struggling to survive the decrease in patronage normally maintained at Mr. Robert's.

While I was concerned that the backhoes, concrete trucks and flag persons were detrimental to the lunch rush traffic so vital to the operation of our restaurant, at least I was comforted by the fact that these circumstances were only temporary. Now, however, that the construction is over and the interim obstacles no longer exist, the newly activated taffic signals are proving to be an even greater obstacle. Because the stacking lane is situated directly in front of the restaurant's entrance, our truck clientele have no (or at best limited) access to Mr. Robert's parking lot.

After I spoke to City Hall about this situation (for which they could offer no help), I spoke to a State of Oregon Engineering Representative about the status of those lights. It was my understanding that the State would not be putting these into permanent operation until a suitable access into our property was constructed. Nevertheless, the gentleman from the State Engineering Department assured me that, "The lights are on to Stay!"

According to our meeting in June, it was said by one of the men from the Department of Transportation that the lights would not be activated until the new access road was completed to our restaurant. Would you please inquire into this situation for me.

Sincerely,

Camilla Belleville
Mr. Robert's Restaurant

P.S. Please find enclosed copies of random comments from some of our customers along with their signatures.

9150 S.W. Wilsonville Road, Wilsonville, OR 970[illegible]
70

TO OUR CUSTOMERS

Do to the construction on I-5 Freeway and Wilsonville Road, we need to know if it has hindered your patronization of Mr. Roberts Restaurant. Please take a moment to sign this form and give us your response.

Thank You.

NAME	Construction Has Hindered My Patronage YES	NO	COMMENTS
Corrin M Burke	✓		inconvenience
[illegible] Jackson	✓		Hard to get into and off lot.
Dick Goodwin	✓		It takes to long to enter to & from the I-5 H&W for us.
– –			
– –			
Buck Parker		–	
Buck Hume	✓		Hard to get in & out.
Kenny [illegible]	✓		
Bruce O. Barclay CCT Salem	✓		Please don't put divider in Wilsonville Rd
Bill Murray	✓		driveway blocked lots of times
James W. Sutton	✓		
John Sherman	X		Hard to Exit
[illegible] C. Hill	✓		WAIT EXTRA AMOUNT OF TIME TO TURN INTO LOT.
Donald W Hancock			EXTREMELY DIFFICULT TO ENTER AND EXIT AT TIME IMPOSSIBLE
Dean Conner			VERY HARD TO ENTER.
[illegible]	✓		ACCESS NOT AS CONVENIENT AS IN THE PAST.
Ronald Russell	✓		SAME AS ABOVE
Ken Clark	✓		HARD to get in And OUT
John R. Mosley	✓		Unsafe and Hard to Enter
Dan Jaeger	✓		Hard to get in or out!
Lonnie A. Gilbert	✓		NOT EASY TO GET IN OR OU
Paul [illegible]	✓		INCONVENIENT
Patricia L. Fisher			Difficult to enter & leave

7177

1/

STATE OF OREGON

INTEROFFICE MEMO

TO: FILE

DATE: August 19, 1985

FROM: Allan Troyer
Allan Troyer
Traffic Signal Manager

SUBJECT: Traffic Signal Turn-on
Pacific Hwy (Hwy 1) northbound and southbound ramps
@ Wilsonville Road (MP 283.84, 283.88)
City of Wilsonville
Contract No. 9887

On Wednesday, August 7 the subject traffic signals were put into operation. These signals are controlled by a single model 170 controller using the Diamond 122 program.. They are operating as coordinated fixed time signals using time-of-day plans for varying traffic conditions. Vehicle detection on eastbound Wilsonville Road (Phase 2) has not been installed because of pending construction by the city. This restricts use of the "free" mode of operation.

Traffic was observed during most of the day on August 7, 8 and 9, and for short periods on several occasions since. Particular attention was paid to the driveway to Mr. Roberts' restaurant. The queue at the signal does create some problem for traffic, especially trucks, both entering and leaving the driveway. However, it was observed that traffic in the queue was recognizing the problem and allowing access with minimal delay. Otherwise the signal is allowing traffic to flow efficiently. Timing is as shown on the attached time sheets.

AT/dp

NOTED
E. S. HUNTER

cc: E.S. Hunter
Ed Hardt
Chuck Lobaugh
L.E. George w/attachment
Dave Willhite w/attachment
Leon Stormo w/attachment
Floyd Stuk w/attachment
Carl Vistica w/attachment

RECEIVED
STATE HWY ENGR
AUG 20 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

O.K. - WDS

OK Ed11

DRAFT FOR THE GOVERNOR'S CONSIDERATION

Guthrie E. Janssen
P. O. Box 326
Sherwood, OR 97140

I have ~~looked into your concerns for traffic in the Sherwood area and I have found the following:~~ ~~had~~ asked the Highway Division to look into your concerns for traffic in the Sherwood area and they have advised me as follows.

The State Highway Division has recently completed a project for traffic signals at the I-5 Interchange on Wilsonville Road. The sign you mentioned may have been obscured due to that construction, but that has been cleared up now.

~~You asked about better~~ In regard to directions for traffic on I-205 ~~that wants~~ needing to get to 99W, and vice versa, ~~T~~the Highway Division's office in Milwaukie will review all ~~of~~ that signing. ~~and~~ If ~~some needs to be added~~ changes are needed, and there is room on the interstate system, th~~at~~ey will be done. Region Traffic Operations Supervisor, Ron Failmezger, will be looking into this; his telephone number is 653-3100. You may want to check with him from time to time to see what his findings are.

6-16

You mentioned ~~that there needs to be an~~ the need for improved connections between I-5 and 99W for traffic wanting to go toward~~s~~ the coast. Washington County would like to see a project that would modernize Tualatin-Sherwood Road for this purpose, using Eby Road to connect to 99W. They have a bond issue before the voters this fall. and, if that is approved, they may be able to fund that project. There are no other plans to speak to the concern that you have about coastal traffic from the freeway.

I appreciate yourtaking the time to write about the local concerns in your area.

003698

Fred Miller

Guthrie E. Janssen
P.O. Box 326
Sherwood, OR 97140

July 26, 1985

Dear Governor Vic,

A few years back I wrote you about an unpaved road down here at the base of Parrett Mt. over which Washington County and the City of Sherwood were at odds. You brought the weight of your office to bear and the situation was very promptly remedied. I believe I wrote you our thanks for that.

Now there's another problem. I live 'way up on Parrett Mt. 5 miles West of Wilsonville on what would be considered a remote country road. As many as five times in one day I have had cars stop in front of my door asking how to get from 99W to I-205, or vice versa. The fact is that if you are coming off I-205 wanting to get to Newberg (or vice versa) and don't know these country roads you're in real trouble.

Coming off I-5 southbound at Wilsonville there is a sign pointing to Newberg, but it's half hidden behind a tree, and who knows that he should take the Wilsonville exit? There's nothing on the freeway to tell---no mention of Newberg or 99W anywhere on the freeway.

I know your Highway Dept. is working on a new route to parallel 217 between I-5 and Sunset, but that seems to me almost trivial compared to the I-205--99W problem. Nor can the traffic be directed over the Tualatin-Sherwood road; it's clogged with stoplights in Tualatin and the narrow road is already a death trap filled with demon drivers.

I know the solution will take time, but I hope you will push your Highway Dept. to get on with it, for the problem is becoming more and more urgent.

Blessings on your work and all the sensible things you do.

Sincerely,

Guthrie E. Janssen

Encl.

WES
KIW

RECEIVED
STAT HWY ENGR
AUG -2 '85
REFER TO
FOR

JUL 30 1985

11

August 14, 1985

Richard T. Ligon
Attorney at Law
P. O. Box 500
Wilsonville, OR 97070

TRA

We do not believe that activating the traffic signals at Wilsonville Road will constitute a taking of the access to Mr. Roberts Restaurant. It is not uncommon for a new traffic signal to restrict access to a nearby business due to the queue of traffic waiting at the signal. The traffic signal is needed and will be activated as soon as it is ready. Our field traffic people will observe the traffic operations to make sure there is no safety problem created by your client's access.

Our Right-of-Way Section will expedite the negotiations for the purchase of this access and they will contact you in the near future.

E. S. Hunter, P.E., P.L.S.
Acting State Highway Engineer

ESH:cm

bc: Fred Miller
Ed Hardt (Take appropriate action)
J. B. Boyd (Take appropriate action)
L. E. George
Jack Sollis
Jim McClure
Chuck Lobaugh
Ken Rolfe
Ron Failmezger

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. COULTER
State Highway Engineer

DATE: July 26, 1985

FROM: EDWARD L. HARDT Edward L. Hardt
Metro Region Engineer

SUBJECT: MR. ROBERTS RESTAURANT ACCESS
WILSONVILLE ROAD

You forwarded Richard Ligon's letter regarding the Mr. Roberts Restaurant access at Wilsonville Road to us. I've attached a draft response for your consideration.

The Right of Way Section is presently in negotiations with the property owner for purchase of this access. It appears as though we will be constructing an alternative access in the form of a one-block city street. I would anticipate that this will take a number of months. In the meantime, I think the public should get their investment in the traffic signal, so my intention is to turn it on as soon as it is ready. I've discussed the legal situation with Jack Sollis and he tells me that what we are doing is not a "taking" of the access, and we all know that traffic signals will tend to block driveways of businesses near the intersection, but it seems to me that is the price they pay for being located where they are.

I've discussed this situation several times with Larry Blanchard, City Engineer of Wilsonville, and we've agreed that we should go ahead and turn the signal on. I intend to have my people monitor the situation to make sure there is not a safety hazard created by this access.

Attachments

ELH/cp
cc Jack Sollis
Jim McClure
Chuck Lobaugh
J. B. Boyd
Ken Rolfe
Ron Failmezger

RECEIVED
STAT HWY ENGR
JUL 29 '85
REFER TO
FOR
Info [illegible] R/D D/R Sig Act File

WOODARD & LIGON
ATTORNEYS AT LAW

D. ERIC WOODARD
RICHARD T. LIGON

503-682-7272

ROUTED
H. S. COULTER

RECEIVED
STATE HWY ENGR

JUL 22 '85

REFER TO
Ed Hewitt & J B Boyd

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

July 19, 1985

Mr. H. Scott Coulter
State Highway Engineer
Room 102
Department of Transportation Building
Salem, OR 97310

Re: Traffic Signalization Project at
Wilsonville (Mr. Roberts Restaurant Access)

Dear Mr. Coulter:

I have heard informally that the State Department of Transportation is considering activating on a trial basis the new traffic signal devices which are being installed in Wilsonville at this time.

It is the position of my client, Mr. Donald F. Mala, that until the question of the access elimination into Mr. Roberts Restaurant from Wilsonville Road is resolved there will be no activating of the system. I realize that perhaps the State intends only to test the signals for brief periods of time. However, if activated, the signals will take the current access away from the restaurant. This would be a violation of both United States and State of Oregon Constitutions unless compensation is paid to the property owner.

It is our position that the process for providing alternate access which was initiated about two months ago should be expedited in order that the signals can be turned on. When an agreement can be reached then we will not oppose activation.

I wish to assist in bringing the issue to a close as soon as possible. If I can be of help please contact me.

Sincerely,

Richard T. Ligon

Richard T. Ligon

RTL/mfw
cc: Larry Blanchard
Mayor A. G. Meyer
Donald F. Mala
Camilla Belleville
James D. McClure
Jack L. Sollis

29870 S.W. PARKWAY AVE. • P.O. BOX 660 • WILSONVILLE, OR 97070

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

August 8, 1985

D. O. Christensen
Road Design Engineer

Files 54799, 54800 and 54801
Wilsonville Interchange Section
Pacific Highway
Clackamas County

Attached are descriptions (3 files), an authorization and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY
G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

9887

VICTOR ATIYEH
GOVERNOR

Oregon Traffic Safety Commission

4th FLOOR - STATE LIBRARY BUILDING, SALEM, OREGON 97310 PHONE 378-3669
Toll Free 1-800-922-2022

June 21, 1985

H.S. Coulter
State Highway Engineer
102 Transportation Building
Salem, OR 97310

Dear Scott:

Marky King, a member of the Wilsonville Traffic Safety Committee relayed a safety concern of that group about the construction area on I-5 near that community.

The southbound entrance to I-5 and the northbound exit to Wilsonville off I-5 are of particular concern.

Please ask your safety officers to survey the situation.

Sincerely,

Gil Bellamy cm

Gil Bellamy
Administrator

GB:cek

cc: Marky King

RECEIVED
STAT. HWY ENGR

JUN 25 '85

REFER TO
~~[illegible]~~ Schwartz

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Orig to E. Harndt
6/27
Please investigate

9887

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

June 18,1985
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IR-5-5(88)284
Stafford Road - Wilsonville Interchange
Pacific Highway - Contract 9887
Washington & Clackamas Counties
Order for Force Work No. 4

To assist in our review of this force order please forward the support material (quantities, unit price estimates, measurements, etc.), used in arriving at the lump sum price. The status and completion schedule for the City sewer project would be helpful as well as drawings and layout sheets that may apply.

Sincerely yours,

G. K. Hossner
Dale E. Wilken
Division Administrator

cc:
OSHD (C. O. Fredrickson, Const)

Orig to WES
6/19 TAA

RECEIVED
STATE HWY ENGR
JUN 19 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

May 2, 1986 ROW

Richard T. Ligon
Woodard & Ligon
Attorneys at Law
29870 SW Parkway Avenue
Post Office Box 660
Wilsonville, OR 97070

Re: Wilsonville Road Signalization Project

The Highway Division has spent considerable time reviewing the problems on Wilsonville Road in the near vicinity of the termini of the interchange legs. I have concluded, based on the reviews that have been made and the recommendations of our Traffic Section, that we must control the access at this location. Without this control, the public's investment in the signal system and in the road system in the near vicinity of this interchange will be severely impaired.

We appreciate your concern and for taking the time to meet with us personally. However, with due regard for all the factors involved, we will begin action to acquire that access in the immediate future.

H. S. Coulter
State Highway Engineer

bc: E. S. Hunter
W. E. Schwartz
Jack Sollis
Ed Hardt
J. B. Boyd
Ken Rolfe

JBB:jh srm

NOTED
H. S. COULTER

WOODARD & LIGON
ATTORNEYS AT LAW

D. ERIC WOODARD
RICHARD T. LIGON

503-682-7272

April 24, 1985

Mr. H. Scott Coulter
Oregon State Highway Engineer
Room 102
Department of Transportation Building
Salem, OR 97310

Re: Wilsonville Road Signalization Project

Dear Mr. Coulter:

I am writing to advise that I request notice of any hearing, action and/or decision by either your department or the State Highway Commission relative to the acquisition of any property or access rights affecting my client, Mr. Donald F. Mala. Specifically, I am identifying that 50 foot accessway servicing Mr. Robert's Restaurant located directly west of the I-5 interchange on-ramp in Wilsonville.

I sincerely hope that you will reconsider your position regarding the acquisition of access from Mr. Mala's property. The alternative frontage road concept, in my opinion, is a better engineering solution to the traffic flow on Wilsonville Road.

In the event that you proceed to condemn access, you will damage not only the restaurant, but conceivably all of the properties south of Wilsonville Road and east of Boones Ferry Road. As you know this area is zoned for commercial purposes.

We urge you to refrain from taking property at the above location until a long-term solution to the Wilsonville interchange is adopted. The short-term band-aid approach which you are considering could have adverse effects to all of us.

I am available to attempt to assist you if I can.

Very truly yours,

Richard T. Ligon
Richard T. Ligon

RECEIVED
STATE HWY ENGR
APR 25 '85
REFER TO
Harrett & Boyd
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

RTL/mcf
cc: Mr. Donald F. Mala
Mr. Jack L. Sollis

cy
ESH

CERTIFIED MAIL NO. P 733 875 640

29870 S.W. PARKWAY AVE. • P.O. BOX 660 • WILSONVILLE, OR 97070

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. COULTER
State Highway Engineer

DATE: April 10, 1985

FROM: Edward L Hardt
EDWARD L. HARDT
Metro Region Engineer

SUBJECT:
MR. ROBERTS RESTAURANT ACCESS
CITY OF WILSONVILLE
I-5

RECEIVED
APR 10 1985
ROAD DESIGN SECTION

1 RDE Dan
FDE
LE
SE
FPC
2 PDE
LFE
GTE S
Shawn

BPC
FDS
CAD
Copy All
Return To
B/U / /

Confirming the decision that you made on April 9, this is a formal request for the purchase of the access to the "Mr. Roberts Restaurant" at the ramp terminal intersection with I-5 and Wilsonville Road in the city of Wilsonville. I've attached a sketch showing details of the location of this access.

If you will indicate your approval of this letter and forward it to Duane Christensen's office, we can start the process for the acquisition of that access. Also, if you'll send a copy to Gary Potter he can start the programming of the project with the FHWA. I've already spoken to him about it and he will expedite that. Also, for Duane Christensen's benefit, I might mention that since the traffic signal project, which causes the need for this access, is under contract, we need to expedite the description process in order to get the request to Mr. Boyd's office as soon as possible.

The preliminary appraisal done by Ken Rolfe's people indicates the access should cost $28,000. However, I mentioned to Gary Potter that due to the uncertainties about alternate access, the cost may be greater than that.

Your approval to proceed with this acquisition is requested.

ELH/cp
Attachment
cc L. E. George
Chuck Lobaugh
Duane Christensen
Bruce Boyd
Gary Potter
Ken Rolfe

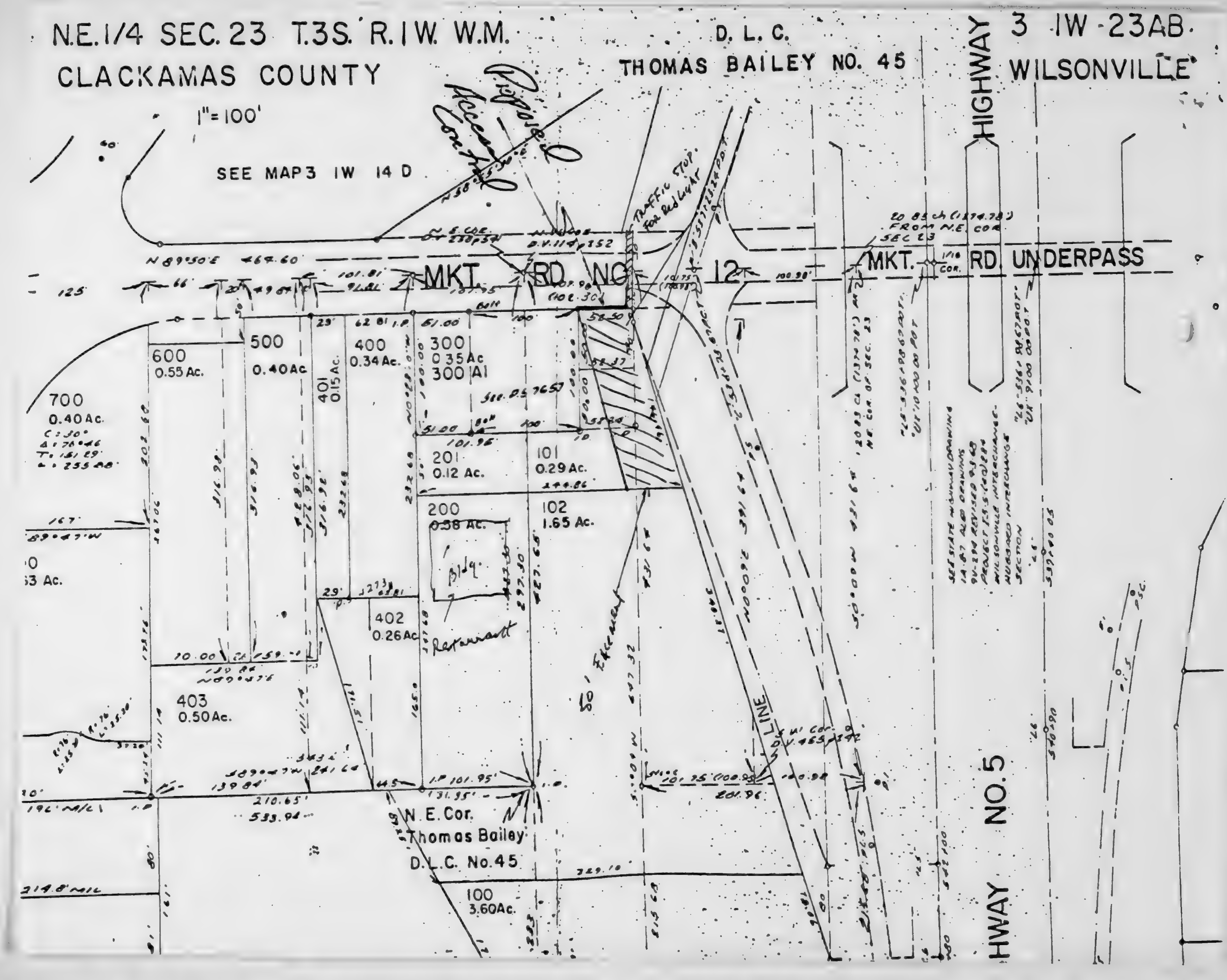
APPROVED
H Coulter
STATE HIGHWAY ENGINEER
Date 4/12/85

RECEIVED
STATE HWY ENGR
APR 12 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to Christensen
cy Potter
Boyd
Hardt
George
Files 4/15

81-125-1387


N.E.1/4 SEC. 23 T.3S. R.1W. W.M.
CLACKAMAS COUNTY
1"=100'
SEE MAP 3 1W 14 D
D. L. C.
THOMAS BAILEY NO. 45
3 1W-23AB
WILSONVILLE
HIGHWAY NO. 5
MKT. RD. NO. 12
MKT. RD. UNDERPASS
Proposed Access Control
Traffic Stop. For Red Light
Restaurant
Bldg.
10' Easement
LINE
N.E. Cor. Thomas Bailey D.L.C. No. 45
700 0.40 Ac.
600 0.55 Ac.
500 0.40 Ac.
401 0.15 Ac.
400 0.34 Ac.
300 0.35 Ac.
300 A1
201 0.12 Ac.
101 0.29 Ac.
200 0.38 Ac.
102 1.65 Ac.
402 0.26 Ac.
403 0.50 Ac.
100 3.60 Ac.
N 89°30' E 467.60
20.85 ch (1374.78') FROM N.E. COR. SEC 23
1/16 COR.
SEE STATE HIGHWAY DRAWING
1A-87 ALSO DRAWING
9V-294 REVISED 9-3-63
PROJECT F.S.-5-(40) 284
WILSONVILLE INTERCHANGE-
HUBBARD INTERCHANGE
SECTION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO TRA

March 25, 1985

NOTED
E. S. HUNTER

John C. Atkins
Regional Sales Manager
Ershigs, Inc.
P.O. Box 624
Wilsonville, OR 97070

Thank you for your recent letter regarding the traffic situation at the Stafford Interchange.

The Highway Division has signed a contract with Cascade Construction Company, Inc. for widening, to provide additional lanes at the intersections and installing traffic signals at the Stafford Road Interchange and Wilsonville Interchange. This project is scheduled for completion in the summer of 1985.

Traffic signals alone are not the complete answer. However, we made an investigation of these intersections and found that traffic signals are warranted and together with the additional lanes, will provide greater safety and improved operation at these locations.

The City of Wilsonville has plans to move the access road east of Stafford Interchange (Burns Brothers, Tektronix) further to the east, away from the interchange. This project is also scheduled to be constructed in the near future.

The Highway Division does not have the authority to stop development in this area. We will however, continue to work closely with the City of Wilsonville to find solutions that will help provide for the traffic generated by developments in this area. We will also continue to seek sources of both public and private funding so tnat these improvements can be constructed.

Thank you again for your interest in traffic safety.

ORIGINAL SIGNED BY L. E. GEORGE

L.E. George
Traffic Engineer

JOB:lo

bc: ✓E.S. Hunter Tom Schwab
E.L. Hardt

RECEIVED
STATE HWY ENGR
MAR 26 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

JOHN ATKINS
Regional Sales Manager
Western Region

ERSHIGS, Inc.

AGC Center, Suite 307
9450 SW Commerce, P.O. Box 624
Wilsonville, Oregon 97070
Phone (503) 682-9013

ERSHIGS, Inc.

February 4, 1985

Oregon State Highway Department
Salem, Oregon

Attention: Traffic Control
Re: I-5 North and South, Stafford Exit 7-8 a.m. M-F; 3:30-4:30 M-F

Gentlemen:

The traffic problems at the above referenced location are very critical. The on and off ramps, located as close as they are to the overpass, along with the local access roadways entering very close to the on and off ramps, make an impossible mess.

Development of the Burns Bros. are~~s~~a is going to compound the problem. The local access road from Tektronix' plant north should, therefore, be relocated around the new industrial development. The opening of the theatre will make for further traffic problems during the evening and night time.

Should development of the westside of the freeway occur, further compounding of the problem will occur.

Traffic signals are not the answer due to slow moving trucks and trailers mixed into auto traffic.

Development of this area should be stopped until you solve a very hazardous situation.

Very truly yours,

John C. Atkins

NOTED
J. O. BUTLER

RECEIVED
FEB 6 1985
TRAFFIC ENGINEERING

NOTED
L E GEORGE

9887

September 25, 1984

Cascade Construction Company, Inc.
P. O. Box 4287
Portland, OR 97208

CON 5

#9887

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 9887 for work on the Stafford Road Interchange and Wilsonville Interchange Section of the Pacific Highway in Washington and Clackamas Counties.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: The Travelers Indemnity Co.
Surety Department
707 S. W. Washington Street
Portland, OR 97205

C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Howard Harris
L. E. George
Merle Anderson

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

August 27, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

RE: Stafford Road Interchange - Wilsonville Interchange
Bid: August 23, 1984
Documentation of DBE/WBE Participation

Ladys and Gentlemen:

In accordance with the special Provisions of the above referenced project we are hereby furnishing you documentation regarding the identification of DBE's/WBE's used to meet the goals noted on our DBE/MBE/WBE Participation Commitment Statement.

Our proposed DBE subcontractors are:

Arrow Brothers	$14,360.00	
The Kaspac Corp.	2,943.25	
Wog'e Construction Co.	35,791.42	
Total DBE	53,094.67	= 8.059%

Our proposed WBE subcontractors are:

The Ladys Construction Co.	49,628.50	
Aichele Landscaping, Inc.	6,665.00	
Total WBE	56,293.50	= 8.544%

Copies of letters of notification to the aforementioned subcontractors are attached.

Our DBE participation is slightly less than the 10% goal noted in the special provisions, but it isn't that we did not try to obtain 10% participation.

Our expertise is grading, paving and drainage work. This project is primarily a grading, paving, drainage and electrical project with only a small amount of concrete work, guardrail, signs and landscaping.

Prior to bid time we concentrated our efforts on getting DBE/WBE subquotes for the work we normally don't do, ie electrical, concrete work, guardrail, signs and landscaping.

We used the ODOT certified DBE/MBE/WBE directory and made telephone contact with 19 prospective DBE/WBE subcontractors who normally quote this type of work and got subquotes from less than 50% of them.

We received no DBE subquotes on the electrical work which constitutes over 60% of the work we wanted to subcontract. Apparently the electrical on this project was more than they wanted to tackle.

We received no DBE subquotes on landscaping.

A list of the DBE/WBE subcontractors we contracted are attached for your review.

We are available to discuss our DBE/WBE participation on the above referenced project at any time.

Very truly yours,

CASCADE CONSTRUCTION COMPANY, INC.

Brian R. Biskey
Estimator

BRB:mk

cc: 4-56

RECEIVED
AUG 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Ray Turner

FIRM		QUOTE	SUBCONTRACT	WHY
Aichele Landscaping	WBE	Yes	Yes	Low Bid
Alco Electric	DBE	No	No	No Quote
Arrow Brothers Corp.	DBE	Yes	Yes	Low Bid
Blessing Electric	DBE	No	No	No Quote
Cruz & Associates	DBE	No	No	No Quote
DBE Construction, Inc.	DBE	Yes	No	Not Low
Dirt & Aggregate Interchange, Inc.	DBE	No	No	No Quote
Gentry & Sanchez Co., Inc.	DBE	Yes	No	Not Low
Gervais Construction Co.	DBE	No	No	No Quote
J & J Fencing, Inc.	DBE	Yes	No	Not Low
Kaspac Corp.	DBE	Yes	Yes	Low Bid
The Lady's Construction Co.	WBE	Yes	Yes	Low Bid
McCalib Concrete Service	DBE	No	No	No Quote
Pacific Northwest Guardrail	DBE	Yes	No	Not Low
Pacific Rim Service Construction	DBE	No	No	No Quote
Polynesian Landscape Co.	DBE	No	No	No Quote
Takao Minority Construction, Inc.	DBE	No	No	No Quote
White Buffalo Construction Co.	DBE	No	No	No Quote
Wog'e Construction Co.	DBE	Yes	Yes	Low Bid

RECEIVED
AUG 29 1994
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

August 27, 1984

The Lady's Construction Co.
690 S. Marylhurst Drive
West Linn, OR 97068

Attention: Maxine Pierce

RE: Stafford Road Interchange &
Wilsonville Interchange

Ladys and Gentlemen:

We are pleased to notify you of our intent to award you a subcontract for the above referenced project as soon as we receive award of our contract from the Oregon State Highway Division.

The items of work to be performed by you under the aforementioned subcontract are as follows:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
3	Temporary Signs	665 S.F.	8.50	5,652.50
4	Temporary Barricades	13 Each	40.00	520.00
5	Temporary Plastic Safety Markers	70 Each	23.00	1,610.00
61	Removal of Existing Sign Installations	L.S.	3,000.00	3,000.00
62	Wood Sign Posts	L.S.	2,200.00	2,200.00
63	Sign Support Footings	L.S.	5,000.00	5,000.00
64	Single Post Slip Base Sign Supports	L.S.	6,000.00	6,000.00
65	Single Pole Mounts	L.S.	5,500.00	5,500.00
66	Type "AA" Signs in Place	858 S.F.	19.00	16,302.00
67	Type "C" and "D" Signs in Place	208 S.F.	8.50	1,768.00
68	Type "EE" Signs in Place	204 S.F.	9.00	1,836.00
69	Type "M" Signs in Place	32 S.F.	7.50	240.00
			Total	49,628.50

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Brian R. Biskey
Estimator

RECEIVED
AUG 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: 4-56

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Ore[illegible]
Award for outstanding achievement in protecting the environment.

BRB:mk

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

August 27, 1984

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, OR 97266

Attention: Lorene Aichele

RE: Stafford Road Interchange &
Wilsonville Interchange

Ladys and Gentlemen:

We are pleased to notify you of our intent to award you a subcontract for the above referenced project as soon as we receive award of our contract from the Oregon State Highway Division.

The items of work to be performed by you under the aforementioned subcontract are as follows:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
77	Furnishing and Planting Trees	4 Each	20.00	80.00
78	Furnishing and Planting Shrubs	500 Each	8.00	4,000.00
79	Furnishing and Planting Ground Covers	988 Each	1.25	1,235.00
80	Bark Mulch	9 Units	150.00	1,350.00
			Total	6,665.00

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Brian R. Biskey
Estimator

RECEIVED
AUG 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BRB:mk

cc: 4-56

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

August 27, 1984

Wog'e Construction Co.
1637 N. E. Killingsworth
Portland, OR 97211

Attn: Ken Thurmond

RE: Stafford Road Interchange &
Wilsonville Interchange

Ladys and Gentlemen:

We are pleased to notify you of our intent to award you a subcontract for the above referenced project as soon as we receive award of our contract from the Oregon State Highway Division.

The items of work to be performed by you under the aforementioned subcontract are as follows:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
23	Concrete in Walls	108 C.Y.	192.60	20,800.80
52	Concrete Barrier	766 L.F.	19.57	14,990.62
			Total	35,791.42

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Brian R. Biskey
Estimator

BRB:mk

cc: 4-56

RECEIVED
[illegible] 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

August 27, 1984

Arrow Brothers Corporation
AGC Center #310
9450 S. W. Commerce Circle
Wilsonville, OR 97070

Attention: Bede Nishimura

RE: Stafford Road Interchange &
Wilsonville Interchange

Ladys and Gentlemen:

We are pleased to notify you of our intent to award you a subcontract for the above referenced project as soon as we receive award of our contract from the Oregon State Highway Division.

The items of work to be performed by you under the aforementioned subcontract are as follows:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
8	Removal of Structures and Obstructions	L.S.(Partial)	500.00	500.00
41	Guardrail, Type 2A	775 L.F.	10.00	7,750.00
42	Guardrail, Type 3	100 L.F.	10.00	1,000.00
43	Guardrail Anchors, Type 1	5 Each	300.00	1,500.00
44	Guardrail Anchors, Type 1 Modified	1 Each	275.00	275.00
45	Rail End Pieces, Type B	1 Each	40.00	40.00
46	Rail End Pieces, Type C	5 Each	75.00	375.00
47	Type 2 Fence	200 L.F.	4.00	800.00
56	Delineators, Type 2	78 Each	20.00	1,560.00
57	Delineators, Type 3	28 Each	20.00	560.00
			Total	14,360.00

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

cc: 4-56

Brian R. Biskey, Estimator

BRB:mk

RECEIVED
AUG 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

August 27, 1984

The Kaspac Corporation
P. O. Box 02178
Portland, OR 97202

Attention: Bob Knox

RE: Stafford Road Interchange &
Wilsonville Interchange

Ladys and Gentlemen:

We are pleased to notify you of our intent to award you a subcontract for the above referenced project as soon as we receive award of our contract from the Oregon State Highway Division.

The items of work to be performed by you under the aforementioned subcontract are as follows:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
54	Drainage Curbs	343 L.F.	2.75	943.25
70	Thermoplastic Pavement Arrows	8 Each	250.00	2,000.00
			Total	2,943.25

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Brian R. Biskey
Estimator

BRB:mk

cc: 4-56

RECEIVED
AUG 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

August [illegible], 198[illegible]

[illegible]

Larry Blanchard
Public Works Director
City of Wilsonville
P.O. Box [illegible]
Wilsonville, [illegible]

Dear Mr. Blanchard:

On August [illegible], 1984 we received a satisfactory bid from Cascade Construction Co., Inc., P.O. Box [illegible], Portland, [illegible] for the Stafford Rd. Interchg. & Wilsonville Interchg. Section of the Pacific Highway.

The Cooperative Improvement Agreement No. [illegible] requires the City of Wilsonville to deposit its share of the project costs at this time. The City share is computed as follows:

Contractor's Bid		$[illegible]
Anticipated Additional Items:		
Permanent Pavement Striping	$ [illegible],000	
Temporary Pavement Striping	2,000	
Temporary Erosion Control	2,000	
State Furnished Prom. & Prog.	[illegible]	
[illegible] Sensing [illegible]	[illegible]	
State Responsibility for Damages	[illegible]	
Signal Controller Testing & Turn-on	[illegible]	
Adjustment of Utilities – City of Wilsonville, [illegible]		
[illegible]		[illegible]
Subtotal		$774,[illegible]
Contingencies ([illegible])		[illegible].79
Engineering ([illegible])		[illegible]
TOTAL CONSTRUCTION COST		$[illegible].77
CITY SHARE ([illegible])		61,[illegible].75
Preliminary Engineering Costs:		
Wilsonville Intchge.	$22,[illegible]	
Stafford Rd. Intchge.	[illegible].74	
TOTAL PE COST	$[illegible]	
Less FHWA Share	-[illegible]	
City Share		[illegible]
TOTAL CITY SHARE		$ [illegible]
ROUNDED		$ 65,000.00

Check Received
9-14-84
RBD

Please submit your $35,000, which should arrive not later than September 14, 1984 using one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

RLD:pf
Attachment

bcc w/AD # 84-92: Wayne Schulte, Metro Region
W. E. Skoog-Please return completed AD #84-92 when deposited.

9887

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 6, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Storm Sewer (Wilsonville Interchange)
Item No. 40094 & 40121
Project No. IR-5-5(88)284
Stafford Road & Wilsonville Interchange Sec.
Pacific Highway (I-5)
Clackamas County

I request your concurrence of Mr. Christianson's verbal approval in Federal-aid participation as of August 2, 1984 for construction of a storm sewer in the City of Wilsonville that will accommodate future highway needs in this area.

Participation will be requested for the costs incurred by the City to provide additional sizing of the city storm sewer and other incidental work associated with this item estimated as follows:

$12,946	increased trench excavation, backfill & manholes
18,127	additional sewer line to accept state drainage
29,567	adjustment required to other city services
$60,640	Total estimated cost

This $60,640 will be requested on a lump sum basis as identified and the required documents will be forwarded by the Construction Section.

WC:me
cc: C.O. Fredrickson
E.L. Hardt - Please prepare SFO for this work
General Files

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

July 31, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon IR-5-5(88)284
Wilsonville Road & Stafford Road Interchanges
Channelization & Signals
Clackamas County

We have reivewed the PS&E documents for the project and find that we are not in agreement with the number of signal faces at the ramp terminal intersections. Federal participation will be limited to 2 signal heads facing the southbound off ramp, 2 signal heads facing the northbound off ramp and 2 signal heads facing the westbound crossroad traffic at its intersection with the northbound off ramp. This will apply at both interchanges. Please make necessary plan changes and/or revised PS&E estimate to reflect participating amount.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (L E George)
OSHD (G Potter)
Region (E Leland)

RECEIVED
STATE HWY ENGR
AUG 2'84
REFER TO Hunter
FOR
Info Inves R/D D/R

8-4-84 NOTED
E. S. HUNTER

Bud George
I'd like to discuss these designs with you when I return.
ESH.

9227 sc

U. S. DEPARTMENT OF TRANSPOR . ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(88)284

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Clackamas
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40094 & 40121

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 3 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Ong 8/3

7. DATE AUTHORIZATION EFFECTIVE 8-1-84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Stafford Road Interchange and Wilsonville Interchange Section

11. GENERAL DESCRIPTION OF WORK
Grade, Pave, Illumination and Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 7-26-84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 7-30-84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,020,889 Federal Funds $941,462.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

The above PS&E approval is subject to the changes in plans and estimate as detailed in my letter of 7/31/84.

14. DATE 8/1/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

July 31, 1984

HPO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon IR-5-5(88)284
Wilsonville Road & Stafford Road Interchanges
Channelization & Signals
Clackamas County

We have reivewed the PS&E documents for the project and find that we are not in agreement with the number of signal faces at the ramp terminal intersections. Federal participation will be limited to 2 signal heads facing the southbound off ramp, 2 signal heads facing the northbound off ramp and 2 signal heads facing the westbound crossroad traffic at its intersection with the northbound off ramp. This will apply at both interchanges. Please make necessary plan changes and/or revised PS&E estimate to reflect participating amount.

Sincerely yours,

Original Signed by
J. K. HOSSNER
Field Operations
Engineer

Dale E. Wilken
Division Administrator

cc:
OSHD (L E George)
OSHD (G Potter)
Region (E Leland)

Section Stafford Rd Intchg at Wilsonville Intchg. Programming Estimate $ 550,000

Highway Pacific 7-27-84 Project Length 2.28

County Wash & Clack Completion Time 120 cal days after "On-site work" begins or not later than 7-31-85

Kind of Work Grading, Paving, Signing, Illum, Signals & Landscaping Est. Comp. Date

Prefix 634-1955 603-1904 Letting Date Aug 23, 84 Project No. IR-5-5(88)284

Received 10:30 AM 7-25-84 C.L.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 824,074 —

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	6,300	
Temporary Pavement Striping.	1,000	
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	1,000	
State Furnished Prom & Program	1,400	
Roadside Seeding & Mulching	500	$ 75,890 —
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages	500	
Signal Controller Testing and Turn-on	4,550	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
City of Wilsonville (storm Sewer)	$ 60,640	
Subtotal		$ 899,964 00
Contingencies (4-1/2%)		40,498 38
Engineering (~~8~~, [✓ 9], ~~10~~%)		80,996 76
Subtotal		$ 1,021,457 14
Credit for ____________		
Estimated Net Authorization, Construction		$ 1,021,459 14

APPROVED

Copy to Wayne Schutte 7-27-84

____
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISI

SECTION Stafford Rd. Intchge. & Wilsonville Intchge. Sec
COUNTY Wash. & Clack.
SHEET 1 OF 5
KIND OF WORK Grading, Paving, Signing, Illumination & Signals
KEY NUMBER
LENGTH 2.28
DATE 7/19/84
NAME Bergstedt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 7/23/84 DP THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 8/23/84					
	Mobilization		All	All	—	50,000 —
	Temporary Protection and Direction of Traffic		All	All	—	9,600 —
	Temporary Signs		Sq. Ft.	546	6 —	3,276 —
	Temporary Barricades		Each	13	70 —	910 —
	Temporary Plastic Safety Markers		Each	70	50 —	3,500 —
	Flaggers		Hour	500	17 —	8,500 —
	Roadwork					
	Clearing and Grubbing		All	All	—	4,000 —
	Removal of Structures and Obstructions		All	All	—	10,000 —
	Ditch Excavation		Cu. Yd.	10 ✓	10 —	100 —
	General Excavation		Cu. Yd.	4,008	✓ 6 25	25,050 —
	Extra for Topsoil Material		Cu. yd.	90	6 50	585 —
	Trench Excavation		Cu. Yd.	984	8 —	7,872 —
	Finishing Roadbed and Slopes		All	All ✓	—	20,000 —
	Watering		M-Gal	50 ✓	10 —	500 —
	Structure Excavation		Cu. Yd.	213 ✓	10 —	2,130 —
	Special Wall Backfill		Cu. Yd.	82 ✓	15 —	1,230 —

4-1736 (REV. 2-84)

SUMM RY–BID SCHEDULE–COS ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION: Stafford Rd. Intchge. & Wilsonville Intchge. Sec.
COUNTY: Wash. & Clack
SHEET 2 OF 5
KIND OF WORK: Grading, Paving, Signing, Illumination & Signals
KEY NUMBER:
LENGTH: 2.28
DATE: 7/19/84
NAME: Bergstedt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Treated Base Mixture		Ton	6,600	11-	72,600-
	Cement in Treated Base Mixture		Ton	360	70-	25,200-
	Aggregate shoulders		Ton	1,800 ~~2,800~~	8-	14,400 ~~22,400~~
	Class "C" Asphalt Concrete Mixture		Ton	4,600 ~~4,540~~	17.35	79,350 ~~77,180~~
	Asphalt Cement in Mixture		Ton	275	165-	45,375-
	HYDRATED LIME IN MIXTURE		TON	55	250-	13,750-
	~~Asphalt in Tack Coat~~		~~Ton~~	~~8~~	~~200~~	~~1,600-~~
	Concrete in Walls		Cu. yd.	108	200-	21,600-
	Reinforcement in Walls		Lb.	1,750	0.50	875-
	Salvage and Reinstall Metal Railing		Lin. Ft.	80	25-	2,000-
	18-inch Culvert Pipe		Lin. Ft.	116	20-	2,320-
	8-inch Storm Sewer Pipe		Lin. Ft.	50	12-	600-
	12-inch Storm Sewer Pipe		Lin. Ft.	422	12-	5,064-
	15-inch Storm Sewer Pipe		Lin. Ft.	42	20-	840-
	18-inch Storm Sewer Pipe		Lin. Ft.	300	18-	5,400-
	24-inch Storm Sewer Pipe		Lin. Ft.	446	24-	10,704-
	Extra for Pipe underPavement		Lin. Ft.	886	20-	17,720-
	Concrete Manholes		Each	6	1,200-	7,200-
	Concrete Inlets, Type G-1		Each	4	450-	1,800-
	Concrete Inlets, Type CG-1		Each	1	550-	550-
	Concrete Inlets, Type G-2		Each	7	400-	2,800-

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Stafford Rd Intchge + Wilsonville Intchge
COUNTY Wash. + Clack
SHEET 3 OF 5
KIND OF WORK Grading, Paving, Signing, Illum & Signals
KEY NUMBER
LENGTH 2.28
DATE 7/19
NAME Berg

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Concrete Inlets, Type CG-2		Each	1	450-	450-
	Concrete Inlets, Type G-2MA		Each	6	600-	3,600-
	6-inch Drain Pipe		Lin. Ft.	1,500	4-	6,000-
	Gravel in Drains		Cu. Yd.	135	20-	2,700-
	Guard Rail, Type 2A		Lin. Ft.	775	12-	9,300-
	Guard Rail, Type 3		Lin. Ft.	100	25-	2,500-
	Guard Rail Anchors, Type 1		Each	5	350-	1,750-
	Guard Rail Anchors, Type 1 Modified		Each	1	350-	350-
	Rail End Pieces, Type B		Each	1	50-	50-
	Rail End Pieces, Type C		Each	5	85-	425-
	Type 2 Fence		Lin. Ft.	200	5-	1,000-
	Concrete Walks		Sq. Yd.	533	12-	6,396-
	Concrete Driveways		Sq. Yd.	25	20-	500-
	Concrete Curbs		Lin. Ft.	1,000	4.50	4,500-
	Extra for Asphalt Approaches		Each	9 ~~8~~	175-	1,575- ~~1,400-~~
	Concrete Barrier		Lin. Ft.	766	23-	17,618- ~~17,158-~~
	Paved Culvert End Slopes		Sq. Ft.	62	8-	496-
	Drainage Curbs		Lin. Ft.	343	3	1,029-

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Stafford Rd. Intchge & Wilsonville Inchg.		COUNTY Wash. & Clack		SHEET 4 OF 5
KIND OF WORK Grading, Paving, Signing, Illum. & Signl.	KEY NUMBER	LENGTH 2.28	DATE 7/19	NAME Kerpitedt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Geotextile Fabric in Drains		Sq. Yd.	1,225	1-	1,225-
	Delineators Type 2		Each	78-	20-	1,560-
	Delineators Type 3		Each	28-	25-	700-
	Adjusting Manholes		Each	1	150-	150-
	Adjusting Inlets		Each	4	100-	400-
	Adjusting Boxes		Each	4-	60-	240-
	Signing					
	Removal of Existing Sign Installations		All	All	—	2,500-
	Wood Sign Posts		All	All		4,100-
	Sign Support Footings		All	All		3,900-
	Single Post Slip Base Sign Supports		All	All		6,450-
	Signal Pole Mounts		All	All		4,400-
	Type "AA" Signs in Place		Sq. Ft.	858	19-	16,302-
	Type "C and D" Signs in Place		Sq. Ft.	208	12-	2,496
	Type "EE" Signs in Place		Sq. Ft.	204	14-	2,856
	Type "M" Signs in Place		Sq. Ft.	32	14-	448
	Thermoplastic Pavement Arrows		Each	8	200-	1,600

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Stafford Rd Inchge & Wilsonville Inchg
COUNTY Wash & Clack
SHEET 5 OF 5
KIND OF WORK Grading, Paving, Signing, Illum & Signals
KEY NUMBER
LENGTH 2.28
DATE 7/19
NAME Bergquist

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Illumination					
	Pole Foundations		All	All	–	3,800 –
	Luminares, Lamps and Ballasts		All	All	–	7,800 –
	Switching, Conduit, Wiring, Etc		All	All	–	16,500 –
	Traffic Signals					
	Traffic Signal Installation, Complete		All	All	–	169,800
	Fire Preemption System, Complete		All	All		12,240
	Model 170 Controller Equipment, Complete		All	All		20,290
	Landscaping					
	FURNISHING & PLANTING TREES		EACH	4	35 –	140 –
	FURNISHING & PLANTING SHRUBS		EACH	500 ~~[illegible]~~	7.50	3,750 –
	FURNISHING & PLANTING GROUND-COVERS		EACH	988 ~~[illegible]~~	1.50	1,482 –
	BARK MULCH		UNIT	9 ~~[illegible]~~	145 –	1,305 –
						~~$252,995~~

[illegible] rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIST[illegible]TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(84)284

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40121

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/21/84	Interstate 5	Primary 1

10. GENERAL LOCATION:

Wilsonville Interchange

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
XX ☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 6/4/84 I approve the revised Preliminary Engineering costs to a TEC of $40,500; Federal Funds $37,349.

(Increase TEC $9,000; Federal Funds $8,300)

RECEIVED
STATE HWY ENGR
JUN 26 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 6/26

14. DATE 6/21/84

15. SIGNATURE OF APPROVING OFFICIAL G. K Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(83)286
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Washington
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40094
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/19/84
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER Primary 1
10. GENERAL LOCATION: Stafford Road Interchange Ramp Terminals
11. GENERAL DESCRIPTION OF WORK Program Change
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 6/5/84 I approve the revised Preliminary Engineering costs to a TEC of $38,000; Federal Funds $35,044.

(Increase TEC $7,000; Federal Funds $6,456)

RECEIVED
STATE HWY ENGR
JUN 25 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
6/25

14. DATE 6/19/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Clackamas County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Wilsonville Interchange Ramp Terminal Signals	REGION Metro-Region

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	2	603-1904	3/30/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 13,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		300
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		300
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,500
905 FINAL DESIGN		4,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		200
906 BRIDGE DESIGN		1,000	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		200
910 REGION GEOLOGIST		400	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		14,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 40,500
PREVIOUS AUTHORIZATION		$ 31,500
ADD. AUTH. REQUIRED		$ 9,000

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER IR-5-5(84)284

LOCATION ENGINEER'S REMARKS

901: Current charges about $11,500- increase from $5,000 to $13,000.
910: Increase from $200 to $400.
936: Current charges about $680- decrease from $1,500 to $1,000.
938: Add $200.
950: Current charges $172, increase from $100 to $200.

SEE ATTACHED SHEET

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
1 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

Bring-up.

PREPARED BY	DATE 4-23-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE [illegible]
RECOMMENDED, REGION ENGINEER X	DATE 4/30/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-25-84
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-21-84	

734-1914 (7-82)

STATE OF OREGON INTEROFFICE MEMO

TO: TED SPENCE
Plan & Program Manager

DATE: April 24, 1984

FROM: RON KLEINSCHMIT
Assistant Location Manager

File: 603-1904

SUBJECT: Wilsonville Interchange, Ramp Terminal Signals
Clackamas County
Revised Authority #2
IR-S-5(84)284

Attached is a revised Authority for Survey #2 on the above project. Following is a justification for the changes requested:

901: Additional $8,000- Required survey work was more extensive than anticipated.

910: Additional $200- The original Authorization was under-estimated.

938: Additional $200- The original Authority omitted this work.

950: Additional $100- The original Authorization was under-estimated.

Additional Requested: $8,500.

RK:db
Attachments

81-125-1387

9557

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY

Washington County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Stafford Road-I-5 Interchange Ramp Terminals

REGION Metro-Region

SURVEY AUTHORITY

AUTHORIZATION NO. 2

PREFIX 634-1955

DATE 3/30/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 17,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		100	934 GEOLOGY		200
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		200
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		4,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		1,000	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN		2,000	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		100
910 REGION GEOLOGIST		900	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		6,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		300	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		300	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 38,000
PREVIOUS AUTHORIZATION		$ 31,000
ADD. AUTH. REQUIRED		$ 7,000

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER IR-5-5(83)286

LOCATION ENGINEER'S REMARKS

901: Current charges about $15,300 increase from $10,000 to $17,000.

910: Current charges about $ 860 decrease from 1,500 to $ 900

926: Cancel $1,000.

938: Add $ 100 916: Add $ 100 918: Add $ 400

933: Add $ 900 950: Add $ 100

PREPARED BY	DATE 4-23-84	APPROVED. ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 6-7-84
RECOMMENDED, REGION ENGINEER X Edward W. Hardt	DATE 4/30/84	APPROVED. ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 6-6-84
RECOMMENDED. LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-12-84	

734-1914 (7-82)

STATE OF OREGON

INTEROFFICE MEMO

TO: TED SPENCE
Plan & Program Manager

DATE: April 23, 1984

FROM: RON KLEINSCHMIT
Assistant Location Manager

SUBJECT: Stafford Road-I-5 Interchange Ramp Terminals
FAP IR-S-S(83) 286
Washington County

Attached is a request for revised Authority for Survey Authorization #2, on the above project:

Justification for revision:

901: Additional $ 7,000-survey work required to complete the project was more extensive than anticipated.

910: Decrease $ ~~700~~ 600 Work required was over-estimated in Authorization #1.

926: Decrease $1,000- Foundation work was not required.

938: Additional $ 100- The original estimate was slightly under-estimated.

RK:db
Attachments

81-125-1387

L Votateo
Anderson
cy Adams
cy [illegible]
2 Edwards
[illegible]
cy Trout
3 Wakerlig

RECEIVED

ROAD DESIGN
SECTION

Do not file ☐
Return to
Bring up
Action

9827rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(84)284

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-16-84

4. PROGRAM NO.

5. ITEM NO. 40121

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/16/84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Wilsonville Road Interchange
channels, signals

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $31,500 F.F. $29,049
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 1/6/84.

RECEIVED
STATE HWY ENGR
JAN 19 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
1/19

14. DATE 1/16/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

January 10, 1984

City of Wilsonville
City Hall
Wilsonville, OR 97070

AGR 4

Attention: Deanna J. Thom
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 806

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of traffic signals at the ramp terminals of the Wilsonville and Stafford Road Interchanges on the Pacific Highway (I-5).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Attachment

bc: Gary Potter (agreement attached)

9[illegible]

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(83)286

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40094

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/18/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Stafford Interchange Ramp Terminals

[illegible]
+ signals

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $31,000

☐ ACQUISITION OF RIGHT-OF-WAY F.F $28,588

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 11/14/83.

RECEIVED
STATE HWY ENGR
NOV 29 '83
REFER TO Potter
FOR
Info | Instr | R/D | D/R | Sign

Orig. [illegible]
11/29

14. DATE 11/18/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

I-5

10226
SEE INSTRUCTIONS ON REVERSE

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Clackamas Co

KEY ID# 00978

REGION Metro

SECTION WILSONVILLE INTERCHANGE SIGNALS

Hwy #1

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 603-1904

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 5,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		300
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,500
905 FINAL DESIGN		4,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		1,000	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		100
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		14,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES		200			
						TOTALS	$	$ 31,500

RIGHT-OF-WAY PREFIX

PREVIOUS AUTHORIZATION $

FEDERAL AID PROJECT NUMBER
1R-5-5(84)284

ADD. AUTH. REQUIRED $

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Terpin
3 Trout
Wekerlig

RECEIVED
JAN 24 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

On Prelim HIP (86)

PREPARED BY	DATE 10/6/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 11/1/83
RECOMMENDED, REGION ENGINEER X	DATE 11/1/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E G Hunter	DATE 10-31-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1-16-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

10226
SEE INSTRUCTIONS ON REVERSE

SECTION WILSONVILLE INTERCHANGE SIGNALS			KEY ID # 00978 REGION Metro	
STATE HIGHWAY # 1	HIGHWAY NAME Pacific Highway		MILE POST FROM 283.88 TO	LENGTH
☐ URBAN ☐ RURAL	CITY Wilsonville	COUNTY Clackamas	ROAD/STREET NAME Wilsonville Rd.	
ROUTE # 1	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 32 ~~40~~	GRADING (✓)	X	FILES (#)	-
RIGHT OF WAY		$ 0	PAVING (✓)	X	ACRES (#)	-
ROADWAY	$ 50		STRUCTURES (✓)		RELOCATIONS (#)	-
STRUCTURES	$ 0		SIGNING (✓)	X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 120		SIGNALS (✓)	X	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 10				RIGHT OF WAY DESCRIPTIONS (S,C,A)	-
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	-
40% ENGINEERING & CONTINGENCIES	$ 70		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 250 ~~240~~	WORK TYPE (1-12)	9	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$ 282 ~~280~~			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2 / '84	RECOMMENDED FUNDING SOURCE 4R	RECOMMENDED PROGRAM YEAR '83

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	3
STRUCTURES (#)	0	0
SIGNALS (#)	0	2
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	8,000	29,000
YEAR OF AVERAGE DAILY TRAFFIC	1979	2000

DEFINE THE PROBLEM

There is currently a capacity problem at the I-5 interchange ramps and Wilsonville Rd. The movement from the ramp to enter Wilsonville Rd. is difficult to complete safely. Traffic is backed up to the freeway at times.

PROPOSED SOLUTION

Install traffic signals at N.B. and S.B. ramp terminals of I-5 and Wilsonville Rd. and construct left-turn channelization on Wilsonville Rd. between I-5 ramp terminals.

REQUESTED, REGION ENGINEER X	DATE 10/7/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

10226
SEE INSTRUCTIONS ON REVERSE

SECTION WILSONVILLE INTERCHANGE SIGNALS	KEY ID # 00978 REGION Metro

PROJECT JUSTIFICATION

There is currently a capacity problem on Wilsonville Road at the I-5 northbound and southbound ramp terminals due to the high volume of turning movements. This project will install traffic signals at the northbound and southbound ramp terminals and provide channelization for left turns on Wilsonville Road. This location was placed on the state-wide signal priority listing in August 1979. The minimum vehicular volume warrant is met at both locations.
City of Wilsonville will provide local match at 8 percent.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

10226
SEE INSTRUCTIONS ON REVERSE

SECTION WILSONVILLE INTERCHANGE SIGNALS	KEY ID # 00978
	REGION Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

95	N	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	S	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	~~S~~ N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	S	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	S	OLD (#) 0	NEW (#) 2

UTILITIES	E	(LIST BELOW)

COMPANIES
Portland Gen. Elec.
General Telephone
N.W. Natural Gas
Wilsonville Water & Sewer

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

GHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED	DESIGN STANDARDS
25	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				Var.			12'	0	12'			Var.				
							12.5'	11'	12.5'							

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

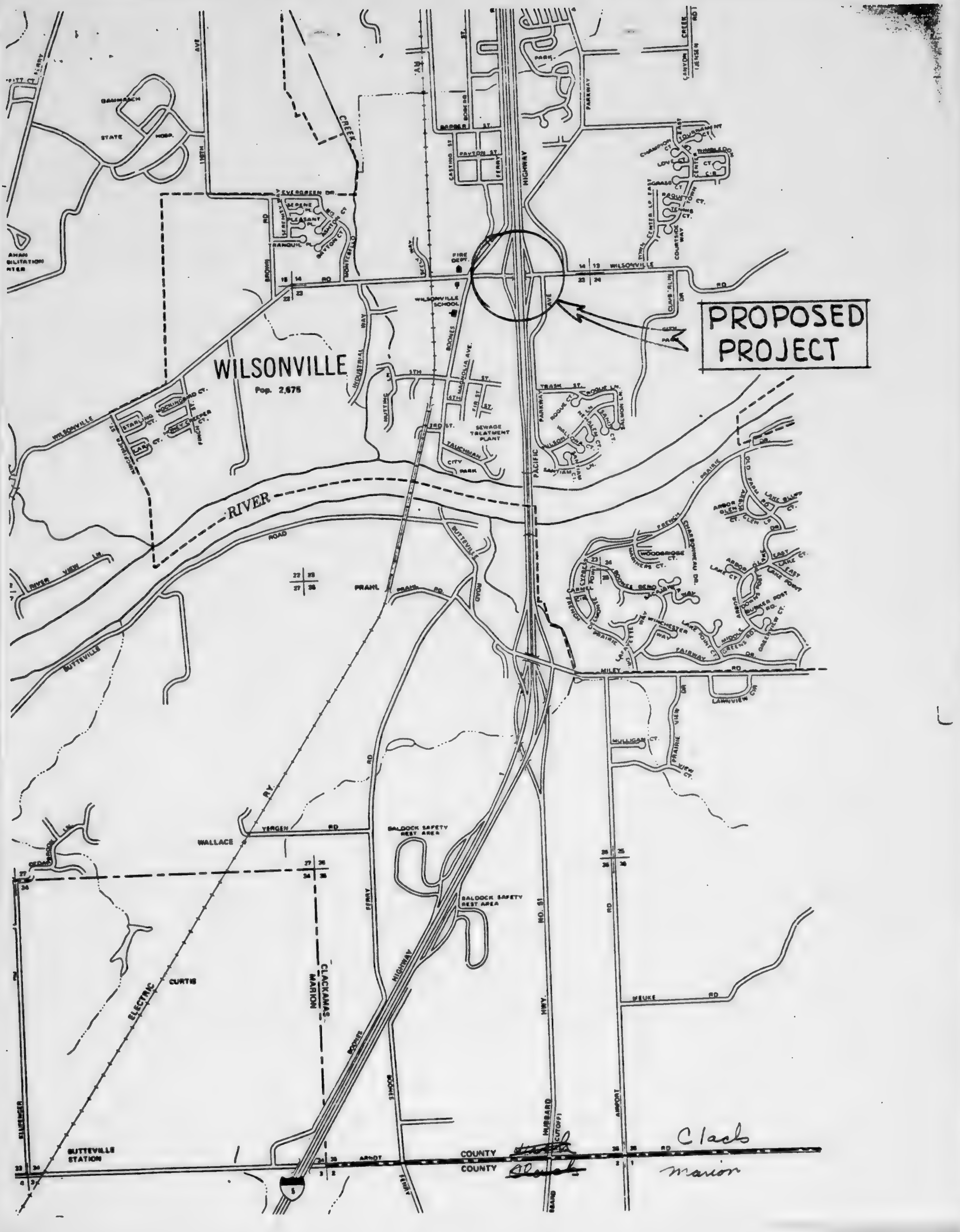
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)


PROPOSED PROJECT
WILSONVILLE
Pop. 2,675
RIVER
STATE HOSP.
CREEK
EVERGREEN DR.
SERENE PL.
PLEASANT PL.
TRANQUIL PL.
PAYTON CT.
MONTEBELLO
BROWN RD
WILSONVILLE RD
FIRE DEPT.
WILSONVILLE SCHOOL
INDUSTRIAL WAY
BOONES
MAGNOLIA AVE.
5TH ST.
4TH
FIR ST.
3RD ST.
SEWAGE TREATMENT PLANT
TAUCHMAN
CITY PARK
MOCKINGBIRD CT.
STARLING CT.
FINCH CT.
LARK CT.
BARBER ST.
PAYTON ST.
CASTING ST
FERRY
HIGHWAY
PARK
PARKWAY
CANYON CREEK
JENSEN
TOURNAMENT CT.
CHAMPION CT.
LOVE CT.
WIMBLEDON
CENTER
GRASS CT.
CROQUET CT.
TENNIS CT.
COURTSIDE WAY
TOWN CENTER LP EAST
CLAMB'ALIN DR
AVE
TRASK ST.
ROGUE LN.
ROGUE CT.
SALMON LN.
WALLOWA CT.
WILSON
SANTIAM CT.
PACIFIC
PRAIRIE
OLD FARM RD
LAKE BLUFF CT.
ARBOR GLEN CT.
GLEN LP
FRENCH
CHARBONNEAU DR.
MARINERS CT.
BOONES BEND
WINCHESTER WAY
FAIRWAY DR.
GREENS RD
MILEY RD
LAWNVIEW CIR
MULLIGAN CT.
PRAIRIE VIEW CT.
RIVER VIEW LN.
BUTTEVILLE ROAD
BUTTEVILLE RD
PRAHL RD
YERGEN RD
WALLACE
BALDOCK SAFETY REST AREA
NO. 51
HWY.
RD
NEUKE RD
ELECTRIC RY.
CURTIS
CLACKAMAS
MARION
BUTTEVILLE STATION
STAUFFER
ARNDT RD
COUNTY
COUNTY
HUBBARD CUTOFF
AIRPORT RD
BARND
5
Clacks
Marion

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Plan #10235
Washington Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#	00983
SECTION	Stafford Interchange Ramp Terminal
REGION	Metro Region

SURVEY AUTHORITY
Hwy #1

AUTHORIZATION NO.	PREFIX	DATE
1	634-1955	10/25/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		200
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		200
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		4,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		1,000	921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		2,000	922 ADMIN SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		6,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		1,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		300	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		300	932 RAILROAD & UTILITIES		200			
						TOTALS	$	$ 31,000

RIGHT-OF-WAY PREFIX	
PREVIOUS AUTHORIZATION	$
ADD. AUTH. REQUIRED	$

FEDERAL AID PROJECT NUMBER 1R-5-5(83)286

LOCATION ENGINEER'S REMARKS

1 Velsteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
DEC 14 1983
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up
Action

On Prelim HIP

PREPARED BY Custer H. Duval	DATE 10-26-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 12/12/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-18-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

Plan #10235

SEE INSTRUCTIONS ON REVERSE

KEY ID #: 00983

SECTION: Stafford Interchange Ramp Terminals

REGION: Metro Region

STATE HIGHWAY #: 1	HIGHWAY NAME: Pacific	MILE POST: FROM 286.18 TO	LENGTH:
☐ URBAN ☒ RURAL	CITY: Wilsonville	COUNTY: Washington	ROAD/STREET NAME: Stafford Road
ROUTE #:	FEDERAL AID #: I-5	APPLICANT (IF OTHER THAN STATE):	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$
RIGHT OF WAY		$ 0
ROADWAY	$ 34	
STRUCTURES	$ 0	
SIGNALS	$ 120	
ILLUMINATION	$ 1	
TEMPORARY PROTECTION	$ 12 ~~5~~	
Striping	$ 5	
50% ~~xx%~~ ENGINEERING & CONTINGENCIES	$ 85 ~~23~~	
TOTAL CONSTRUCTION		$ 256 ~~188~~
TOTAL ESTIMATE		$

PROJECT DATA		
GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	~~X~~
SIGNING	(✓)	X
SIGNALS	(✓)	X
ILLUMINATION	(✓)	X
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	3

RIGHT OF WAY		
FILES	(#)	N/A
ACRES	(#)	N/A
RELOCATIONS	(#)	N/A
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 84	RECOMMENDED FUNDING SOURCE: 4-R	RECOMMENDED PROGRAM YEAR: 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	3	3
STRUCTURES (#)	1	1
SIGNALS (#)	0	2
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	8200	18,600
YEAR OF AVERAGE DAILY TRAFFIC	1981	2000

DEFINE THE PROBLEM

Traffic congestion on I-5 N.B. & S.B. ramp terminals at Stafford Road. During morning peak hours, traffic backs up from the S.B. ramp terminal and extends onto the freeway

PROPOSED SOLUTION

Construct channnelization and signalization on N.B. and S.B. I-5 ramp terminals.

REQUESTED, REGION ENGINEER X	DATE 10-26-83			
APPROVED, ASST. HWY ENG FOR OPERATIONS X	DATE			
APPROVED, ASST HWY ENG FOR ADMINISTRATION	DATE	TRANSP. COMM. APPROVAL DATE Prel. HIP	PROGRAM YEAR	FUNDING

PROJEC PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.) Plan #10235

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00983

SECTION Stafford Interchange Ramp Terminals

REGION Metro Region

PROJECT JUSTIFICATION

The ramp terminals from I-5 northbound and southbound at Stafford Road interchange have met signal warrants and are on the Statewide Signal Priority list. With anticipated growth in the area, traffic volumes are expected to increase by more than 100 percent by the year 2000.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS Plan #10235

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00983

SECTION: Stafford Interchange Ramp Terminals

REGION: Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	S	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	S	OLD (#) 0	NEW (#) 2

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES S (LIST BELOW)

COMPANIES
Portland General Electric
General Telephone
Northwest Natural Gas

DESIGN SPEED: 45

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

EXISTING *(Interchange Ramps)*

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
				4'			4'		12'			6'				
				4'			12'		12'			6'				

PROPOSED *(Interchange Ramps)*

SUGGESTED BASE DESIGN

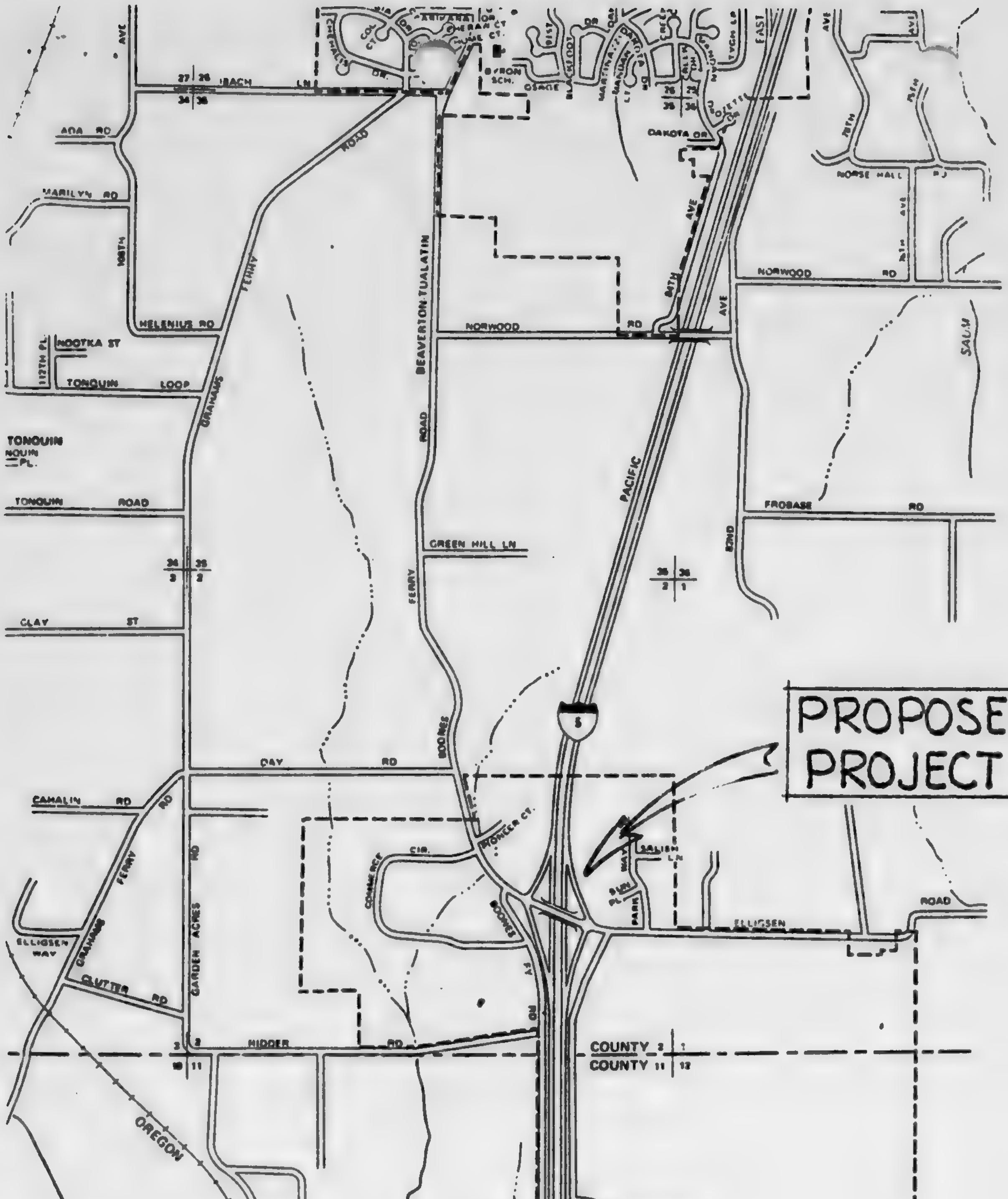
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

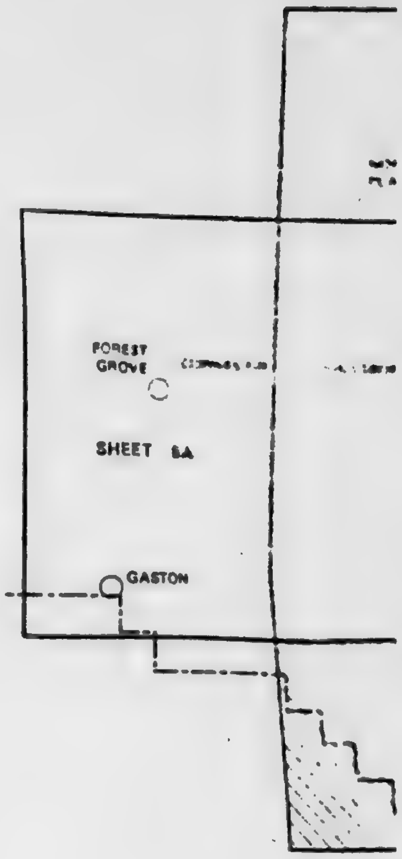
STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

734-1912 (7-82)


PROPOSED PROJECT
IBACH LN
27 26
34 35
ADA RD
MARILYN RD
108TH AVE
HELENIUS RD
NOOTKA ST
112TH PL
TONQUIN LOOP
TONQUIN
TONQUIN RD
CLAY ST
34 35
3 2
GRAHAMS FERRY ROAD
BEAVERTON-TUALATIN ROAD
BYRON SCH.
OSAGE
DAKOTA DR
NORWOOD RD
NORWOOD RD
65TH AVE
EAST
NORSE HALL RD
SAUM
PACIFIC
GREEN HILL LN
FROBASE RD
82ND
35 36
2 1
BOONES FERRY
DAY RD
CAHALIN RD
GRAHAMS FERRY
GARDEN ACRES RD
COMMERCE CIR
PIONEER CT
SALISH LN
PARKWAY
ELLIGSEN ROAD
ELLIGSEN WAY
CLUTTER RD
RIDDER RD
COUNTY 2 1
COUNTY 11 12
OREGON
ELECTRIC
COFFEE
LAKE
SEELY
DITCH
WIEDEMANN RD
CANYON CREEK RD
BOECKMAN RD
11 12
14 13
PARKWAY AVE
PARK
CANYON CREEK RD
JENSEN
BOBERG ST
BARBER ST
CASTING ST
RD
HIGHWAY
NO. 1
EVERGREEN DR
110TH AVE


FOREST GROVE
SHEET 8A
GASTON

7887

CITY OF
Wilsonville
P.O. Box 220 / Wilsonville, Oregon 97070
503 / 682-1011

ROSE

September 28, 1983

Ed L. Hardt
Metro Region Engineer
Oregon Department of Transportation
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S
OCT 11 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

SUBJECT: Wilsonville Interchange Improvements
Stafford Interchange Improvements

Dear Ed:

In response to your letter to me dated September 20, 1983, the City of Wilsonville shall provide the 8% local match to expedite these projects. At the regularly scheduled City Council Meeting held on September 19, 1983, the City Council approved the request from staff for the 8% local match. The City Council was very pleased to see that these projects are being completed on escalated time frame.

The Parkway Realignment Project is going as scheduled and will more than likely begin construction this spring. If there is any additional information you may need for verification of the Parkway Realignment Project, I will be more than happy to send it to you. Furthermore all engineering work for both the Wilsonville Interchange and the Stafford Interchange will be done by the State. I will be more than happy to attend any informational or procedural meetings which you may want participation, on behalf of the City.

The City is presently at your request able to transfer the necessary funds to the State Investment Pool upon notification by you of the total amount(s) necessary. If you should have any questions, please call.

I will be looking forward to working with you on these projects.

Sincerely,

Larry R. Blanchard

Larry R. Blanchard
Public Works Director

C&A #8006
Draft to typist 10-24-83.
MCH

I

HIGHWAY DIVISION PRO

Gary A. Potter, Manager September 22, 1983
Program Section

Robert N. Bothman
Assistant State Highway Engineer

Wilsonville Road Interchange Traffic Signal
Stafford Road Interchange Traffic Signal

I would like to expedite the Program Section work on the above two projects to facilitate early contracting of the two projects.

Please advise when the project requests are received by your section and when the survey authority is approved, those being the two key dates.

I am still hazy on the A-95 requirements, but would appreciate if would pursue to minimize that time delay. It may be that we would want to proceed to approve survey authorities with state funds then switch to federal funds when the A-95 period has been accomplished, assuming that A-95 period is required.

In any case, I would like to minimize the period from the time you receive the project request to the time the survey authority is mailed out.

RNB:lb

cc Edward L. Hardt

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE **DATE:** September 20, 1983

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: WILSONVILLE INTERCHANGE TRAFFIC SIGNALS

The City of Wilsonville is very eager to get the Wilsonville Interchange and Stafford Road Interchange traffic signals installed at an early date. The projects show in the preliminary draft of the Six-Year Program to be funded in FY'86 funded as Interstate 4R at $282,000 and $251,000. After some discussions with the City, I proposed to Scott Coulter that if the City would provide the local match, that we advance the funding for the projects to the current fiscal year so that work on the projects could start immediately. After verifying with Max Klotz that the money was available and wouldn't affect the current fiscal year work, Scott agreed to this concept. We've identified that $23,725 of Title II money could be used for the Wilsonville project and $67,000 for the Stafford Road project using a benefit/cost ratio of 2. Bud George suggested that we mention this when we discuss the programming for the project so that that can be taken care of in the funding process.

On Wednesday, September 7th, Bud George and I met with Larry Blanchard and Ben Altman of the City of Wilsonville to discuss details of the project. We agreed on the following.

1. OSHD would immediately start the programming process for initiation of the projects. Jef Kaiser should do an environmental assessment and Ted Spence's people should put together packets for the projects. Jon Rose should see to the initiation of an agreement or agreements between the City and the State.

2. The target for a contract would be March or April of 1984. We're allowing three months for the programming process and three months for the design process.

3. The agreement should state that the City will provide the local match at 8%, the City will bear the electrical costs for the signals, and the State will provide maintenance at its cost.

ELH/cp/b

cc: H. S. Coulter
R. N. Bothman
Gary Potter
L. E. George
Max Klotz
Ted Spence
Tom Schwab
Ron Failmezger
E. J. Dunn
Bill Geibel
Jef Kaiser
Jon Rose

NOTED
ROBERT N. BOTHMAN

RECEIVED
ASST STATE HWY ENGR
SEP 21 '83
REFER TO
FOR

81-125-1387

ELH/cp

bc H. S. Coulter
R. N. Bothman
Gary Potter
Jim McClure
Ron Failmezger

Bob: Referring to our conversation wherein Gary said he could get the programing approved in a week, I find that my notes indicate that at Wilsonville Road since we're adding turning lanes we need the 60-day A95 review. I knew there was some reason why I thought that it would take about three months to get Federal approval to proceed with that project.

ELH

CITY OF
Wilsonville
P.O. Box 220 / Wilsonville, Oregon 97070
503 / 682-1011

August 19, 1983

Ed Hardt
Oregon Department of Transportation
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

SUBJECT: Wilsonville Interchange Improvement Project

Dear Ed:

As a result of our meeting held August 18, 1983, at 10:00 am at City Hall in Wilsonville this letter will indicate the City's intention with regards to the above mentioned project. As you are well aware the Wilsonville Interchange Project has been discussed at length involving both short term and long term improvements which must be completed at the interchange for the continuous flow of traffic through the interchange.

In November 1982 the City of Wilsonville applied to O.D.O.T. under the six year plan of which there is a preliminary indication the Wilsonville Interchange project would be funded sometime in Fiscal Year 1986. As a part of the application the City indicated that partial financing would be necessary through either LID or System Development. Due to the review of the traffic counts taken Fall of 82 it has been necessary to appropriate funding in the City's Fiscal Budget 83/84 to totally fund the project from System Development.

The City of Wilsonville due to a large increase in commercial construction east of the Wilsonville Interchange on Wilsonville Road concedes that waiting until 1986 to complete improvements which needed today would only make matters worse. The interchange is presently at "D" level service, and by the time the commercial construction is completed on the east side the level of service will more than likely fall to "E" level.

The short-term improvements which have been preliminary outlined by a study done by O.D.O.T. indicates that the lane modifications on Wilsonville Road and the signalization of the interchange should temporarily resolve the problem. However the City does realize that the long-term improvements must be total reconstruction of the interchange at a todays cost of $4.45 million dollars. The City must proceed forward with the temporary solution with realization that the improvements may not totally solve all the problems. The improvements do give the City time to work with O.D.O.T. on a final solution to the problems of interchange in Wilsonville, and provide for the construction of this project hopefully under the six year plan.

The City in order to expedite the project would like to suggest the following project format for your review and hopefully your approval.

1. The City of Wilsonville to utilize their engineering firm CRS Engineers Group Inc. to review with ODOT their requirements for the Interchange Design, etc.
2. CRS Engineers Group Inc. to prepare preliminary design to include:
    a) Lane improvements
    b) Channelization improvements
    c) Preliminary signalization layout
    d) Other factor involving design
3. State will review preliminary design and make comments prior to CRS proceeding with final design.
4. CRS to prepare final design for Interchange Improvements as set forth with ODOT requirements for plan preparation.
5. CRS Engineers Group Inc. to submit plan to ODOT for their final review - revisions. ODOT will then prepare bid specifications and advertise to receive bids upon receipt of funds from City.
6. ODOT will manage project as far as inspection, contract management, etc.

The City of Wilsonville in order to proceed forward must receive approvals to do so by the City Council. Prior to staff approaching the City Council for approvals must receive acknowledgement from ODOT that they are agreeable to the completion of this project under the guidelines mentioned above. ODOT ~~may~~ object to some of the items listed above, if so, the City would need your response.

Thank you for your time and cooperation.

Sincerely,

Larry R Blanchard

Larry R. Blanchard
Public Works Director

LRB:ks cc: Wilsonville Interchange File

7--7.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

RECEIVED
SEP 21 1983
CITY OF WILSONVILLE

September 20, 1983

In Reply Refer To
File No.:

Larry Blanchard
Public Works Director
City of Wilsonville
P. O. Box 220
Wilsonville, OR 97070

Dear Sir:

Confirming recent conversations with you and Ben Altman, we've agreed to accelerate the traffic signal projects at Wilsonville Road and Stafford Road on the I-5 interchanges to the current fiscal year, provided the City will provide the 8% local match for this Federal Aid. We will immediately start the programing process to make the Federal Aid funds available. As soon as they are available, we will do the preliminary engineering leading to a construction contract or contracts. Our target is to go to contract around March of'84, hoping to have the projects operational by the Fall of '84. After some discussions we decided that all of the work would be done by the Highway Division, as opposed to having the City's consultant do part of the design work. The relocation of the frontage road on the east side of Stafford Road is an integral part of the design of the traffic signals and you said you believed that this work would be done within a time frame that would fit our completion of the signal project.

We have started the program in process and hopefully will be able to maintain the schedule that we've discussed. I appreciate your willingness to work with us on the completion of these two very important projects.

Sincerely,

Edward L Hardt

Edward L. Hardt
Metro Region Engineer

734-1850

9887

STATE OF ORE
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO 175
Telephone: 238-8226
Date: February 22, 1982

TO: E. L. HARDT
Region 1 Engineer

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Stafford Road Interchange

File No: CON (Hwy. 1)

GE RME RCE SE
TE RECEIVED RSM
UE RSC
SO REGION I RBI
TO

Someone is on the ball with the Stafford Road, southbound, off-ramp widening.

I have a commitment to meet with the Tektronix, Inc., manager, as soon as we have the Six Year Program (about now) to discuss the ramp terminal signal, as well as the frontage road from Stafford Road to the Tektronix plant.

I'll attempt to set up that meeting to include you or Bill Geibel sometime within the next couple of weeks. Perhaps I can work it in on one of my Salem runs.

ebg

NOTED
H. S. COULTER

CC: Bill Geibel - CC BOTHMAN
HARDT

JUST A REMINDER:
THE LIONS SHARE OF
THIS FRONTAGE ROAD
BELONGS TO WASH.
COUNTY.
Bill G

DISTRICT 2-A
☐ SEC

1984 Mayflower Cr.-Detroit Dam Sec, 9888
N. Santiam Hwy. W. of Detroit. (slope
scaling, protection mat, pav.)

9511

8

STATE OF OREGON **INTEROFFICE MEMO**

TO: Duane Christensen
Project Development

DATE: August 28, 1989

FROM: Paul Meyers
Paul Meyers
Asst. Project Mgr., Corvallis

SUBJECT: Mayflower Creek - Detroit Dam
Cont. 9888

1	PDE			BFM	
	SE			LA	
2	PF	1		PDS1	
3	TSE	3		PDS2	
4	~~STD~~		5	RDS	2
	VES			BPS	
	DSS			PLC	
	RSE				
	RWD				

RECEIVED
AUG 30 1989
PD/RD/SPECS OFFICE

As per our telephone conversation today, enclosed are copies of inspector's letters on the experimental features on this project. If you have any questions, please call me at 757-4104.

cc: file

REPORT ON EXPERIMENTAL FEATURES.

ROCKFALL ABATEMENT ON MAYFLOWER CR- DETROIT DAM PROJECT

This is a report on the construction of an experimental feature, " Rockfall Abatement" on Mayflower Cr.- Detroit Dam. Contract # 9888. Federal Aid project # F47-22.

The construction of the " Rock Abatement" consisted of a wire mesh catch fence. This catch fence was made up of 2 sections, an impact section and a screened section. The impact section catches rocks rolling downslope and channels them through the screened section into the ditch.

The work for the experimental feature was completed on 4-16-85. In general the installation went well, but the following problems arose:

(A) The contractor had difficulty in achieving the level footing shown for the line posts in rock areas. (See detail "E" drawing # 2A-3). Efforts to jackhammer a level spot were only partially successful because this rock tends to spall off along lines parallel to the slope. In most cases the contractor had to construct level surfaces with grout rather than chipping the rock flat.

(B) On these same line post, the contractor preordered all his posts 6'-6" long. A note stating that post lengths should be field verified prior to fabrication might help in this matter.

Probably the source of most difficulty in the installation was the slotted keyhole plate under the line posts. (See detail "E", sheet 2A-3). The contractor and his fabricators interpretted this as calling for these plates to be welded to the bottom of the line posts. This naturally made tightening of the 3/4" hex nut and stop type coupling virtually impossible. He had to cut these plates off the bottoms and recoat the steel. A special note might help clarify this matter. This error did however point up that the welding of these plates to the bottoms would give the line posts considerably more stability. This might be considered along with the addition of access holes to tighten the hex nut and stop coupling.

(C) Vertical and Horizontal alignment of the fence also led to problems. In tensioning the cable to have only 2" sag, the alignment of the posts was very critical.

If as shown below, the fence post alignment had a bow, the post would be drawn back into the slope. The tiebacks become ineffective, as they have no tension in them.

PLAN VIEW

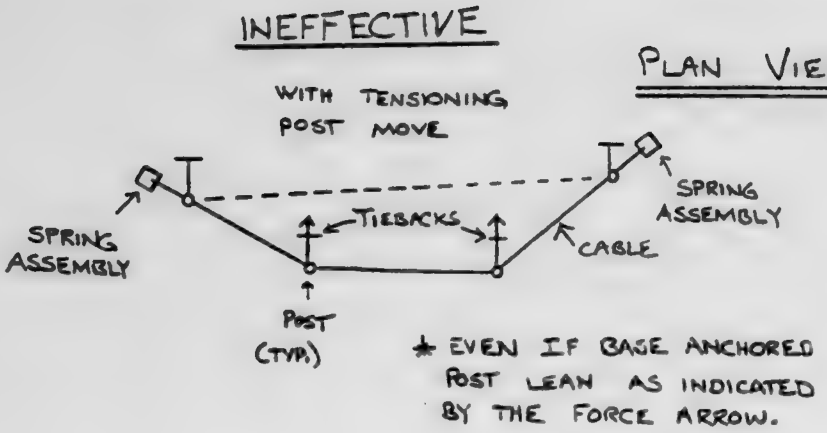

INEFFECTIVE
WITH TENSIONING POST MOVE
SPRING ASSEMBLY
TIEBACKS
SPRING ASSEMBLY
CABLE
POST (TYP.)
* EVEN IF BASE ANCHORED POST LEAN AS INDICATED BY THE FORCE ARROW.

DIAGRAM (A)

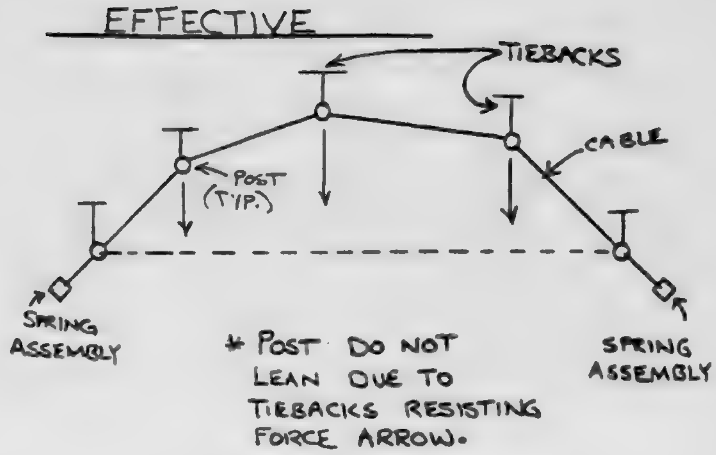

EFFECTIVE
TIEBACKS
CABLE
POST (TYP.)
SPRING ASSEMBLY
SPRING ASSEMBLY
* POST DO NOT LEAN DUE TO TIEBACKS RESISTING FORCE ARROW.

DIAGRAM (B)

If you try to keep them in a straight line and do not have them at the same height then the post have an upward or downward force on them as shown below. These downward forces tend to push posts over to one side or another.

ELEVATION

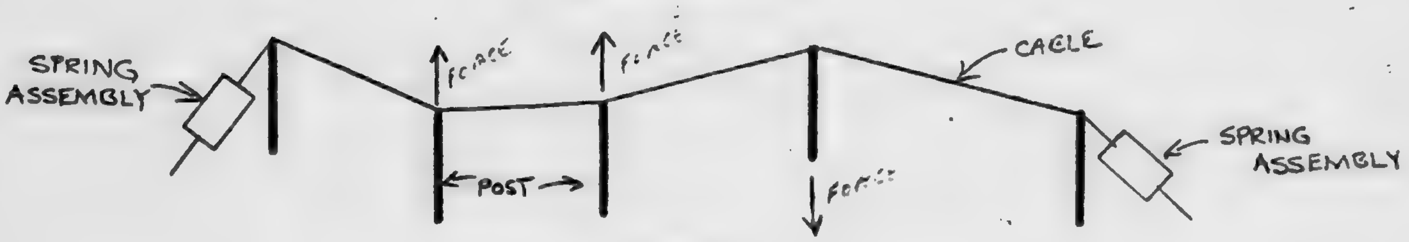

SPRING ASSEMBLY
FORCE
FORCE
CABLE
POST
FORCE
SPRING ASSEMBLY

DIAGRAM (C)

In many cases, the above situations are unavoidable, but layout should be done with an eye toward avoiding situations (A) and (C) whenever possible.

(D) As for the screening material, it works excellent. Its lighter guage tended for it to conform to the slopes better and with a lot less waste than a more rigid, heavier guage screen..

Aside from the difficulties with the installation of the post in rock, all construction on the experimental Rockfall Abatement went smoothly and looks to be quite effective. There were no significant problems with the other hardware, except some breakage due to brittle metal near welds.

Installation went well and the contractor made a very good profit on all rockfall protection mats. This was pointed out by his willingness to construct additional screens at bid item prices. As contractors become more experienced with these features, I believe we can expect to see a reduction in bid item prices. The true cost of this installation is not just the bid item price, as the hourly rate for the crane used in this work adds greatly to the expense. On a project where the crane was not paid for while working on screens at hourly rates, I believe the bid item prices would be from 10 to 30 percent higher.

At this time it is too early to assess the durability of these features, but thus far all hardware looks and feels solid and has held up well under the rockfall that has occured during construction. Also enclosed are inspectors diaries for this project.

Sincerely

Lane R. Ecker

Lane R. Ecker
Project Inspector

3400 Spicer Road, Albany, Oregon

July 8, 1985

C.O. Brawner Engineering Ltd.
209B 1571 Bellevue Avenue
West Vancouver, B.C. Canada V7U 1A6

Attention: C.O. Brawner, P.E.

Subject: Slope scaling with the use of crane using cat tracks.
Mayflower Creek - Detroit Dam Section

Dear Sir:

This is a brief summary on the use of a crane with cat tracks for slope scaling on the Mayflower Creek - Detroit Dam project, contract # 9888.

As you are aware some of the material is extremely brittle and highly fractured. The depth of this fractured material was unknown to us in our preliminary evaluation of the area. After considerable time spent hand scaling the slopes, we found that in many areas, the depth we had to go to find sound material to be between 2 and 6 feet. It was not until a major portion of the time allotted to hand scaling was used up that we had to find an alternative. The contractor suggested the use of the crane and cat tracks. We started out with D-6 cat tracks but they were too light. The contractor borrowed a pair of D-8 cat tracks and dragged them up and down the slopes as a scouring tool. It proved to be effective only in areas that had a slope of 45 to 80 degrees from horizontal. Slopes that consisted of soil with pockets of rocks were not touched with the cat tracks, as the tracks would bring down soil material that was safe to leave in place. The contractor tried this in one area , and the amount of material brought down was so great that it could not be removed by a front end loader and dump truck in one day. The tracks were only slightly effective on the fractured basalt areas, but were immensely effective in areas where runoff water had permeated behind and into rock seams. The resultant material is highly fractured with water lubricated fracture planes that create the potential for slides. An area that took 1 day with three(3) scalers by hand, could now be scaled in 1/2 a day with the cat tracks, and far more thoroughly, thus leaving the slopes in a safer condition. In areas that were previously hand scaled, we were able to bring down a considerable amount of additional unstable material when redone with the cat tracks.

Below is a cost analysis completed prior to the use of the cat tracks to show that their use was warranted.

STA	Scaling with Cat Tracks	Scaling without Cat Tracks
544+50 to 546+00	1 Day Crane w/Basket 2 Days Scalers(3)	1 Day Crane w/Basket 2 Days Scalers(3)
547+00 to 550+00	2 Days Crane w/Tracks 6 Days Scalers(3) 6 Days Crane w/Basket	10 Days Scalers(3) 10 Days Crane w/Basket
550+00 to 551+50	2 Days Crane w/Tracks 1 Day Scalers(3)	2 Days Scalers(3) 1 Day Crane w/Basket
551+50 to 553+00	1 Day Crane w/Basket 1 Day Scalers(3)	1 Day Crane w/Basket 1 Day Scalers(3)
553+00 to 554+50	2 Days Crane w/Tracks 1 Day Scalers(3)	5 Days Scalers(3) 5 Days Crane w/Basket
554+50 to 555+00	1 Day Crane w/Tracks 3 Days Scalers(3)	5 Days Scalers(3) 5 Days Crane w/Basket
555+00 to 555+50	1 Day Crane w/Tracks 2 Days Scalers(3)	8 Days Scalers(3) 8 Days Crane w/Basket
Everything west of 555+50	5 Days Scalers(3) 5 Days Crane w/Basket	5 Days Scalers(3) 5 Days Crane w/Basket

Total:	Scaler	21 Days(3 Scalers)=63 Days	38 Days x 3 = 114 Days
	Crane w/Tracks	8 Days	-
	Crane w/Basket	13 Days	36 Days
Total hours:			
	Bid Item # 12 & 13 (Scalers)	504 Hours	912 Hours
	Bid Item # 9 (Crane w/Basket)	104 Hours	288 Hours
	Price Agreement # 5 (Crane w/Tracks)	64 Hours	-

Scalers @ $22.00 per Hr x 504 =	$ 11,088	x 912 =	$20,064
Crane w/Basket @ $110.00 x 96 =	10,560	x 288 =	31,680
Crane w /Tracks @ $195.00 x 64 =	12,480		-
	$ 34,128		$51,744
Extra time for: Dump truck		132 Hours @ $35.00 =	4,620
Front End Loader		132 Hours @ $53.00 =	6,996
	$ 34,128		$63,360

This estimate verifies the difference is substantial enough to warrant its use. The contractor felt the price he quoted for the Bid Item "Crane" would no longer cover the wear and tear on the crane as used with the cat tracks, so the Bid Item price of $110.00 per hour was adjusted to $195.00 per hour. I have also enclosed a copy of the price agreement. Depending on the type of material encountered the cat tracks would last from 1 to 3 weeks of hard scaling. The tracks would fall apart at the joints , and after 2 breaks would be no longer of any use, as they would be too light to be effective. They were then discarded and replaced with another used set. Upon scaling all material that could be scaled with the cat tracks, the scalers would follow the tracks with a fast hand scaling to ensure that no loose material was left behind.

We later discovered that in 1960 the exact same area had been scaled using the same procedure we used. I am enclosing a copy of that report. The report states that to make the tracks more effective, angle iron ears were welded to the tracks to catch and loosen more material. This was not attempted with the cat tracks used on this project as time was all but used up, and the contractor was already scaling more material than the truck could haul away. I can verify and highly recommend this method as a cost effective and thorough procedure in areas inclined from 45 to 80 degrees from horizontal, and composed mainly of highly fractured rock. I am also enclosing some pictures of our operation.

If you have any questions feel free to contact me at (503) 967-2020.

Sincerely

Lane R. Ecker
Project Inspector

STATE OF OREGON **INTEROFFICE MEMO**

RES 6

TO: Section Heads
Region Engineers

DATE: September 22, 1988

FROM: Keith L. Martin Keith L. Martin
Research Unit Engineer

SUBJECT: **Experimental Features Report - OR 84-01**
"Modified Rockfall Catch Fence Mayflower Creek Detroit Dam".

Enclosed is a copy of a final report on the experimental use of "Modified Rockfall Catch Fence".

The report by Lawrence A. Pierson details a successful installation of a Rockfall Catch Fence. This application uses Gabion Mesh for fencing materials.

The evaluation over two years indicates that the system is durable, performs well, and is cost effective.

Enc.

cc: Donald R. Adams

KLM/RDP:lg

2 Proj. Dev Engr.
RECEIVED
SEP 23 1988
RD/LOC/SPECS OFFICE
RDE
RDS
SE
3. LE
LFE
LFS
PDE
PDS
BPM
LPC
LA
LDS
RWD
LLC
HE
GTE

81-125-1387

MODIFIED ROCKFALL CATCH FENCE
MAYFLOWER CREEK - DETROIT DAM

Experimental Feature
Final Report

OR 84-01

by

Lawrence A. Pierson, C.E.G
Geotechnical Geologist

OREGON STATE HIGHWAY DIVISION
Geotechnical Group
Project Development Branch
Salem, Oregon 97310

August 8, 1988

MAYFLOWER CREEK - DETROIT DAM
NORTH SANTIAM HIGHWAY #162
MARION COUNTY
EXPERIMENTAL PROJECT NO. 84-01
AUGUST 8, 1988

INTRODUCTION AND BACKGROUND

Many older rock cut slopes along the highways in Oregon are in need of repair. The rockfall from these slopes can present hazards to the traveling public. Ditches are often inadequate to restrict rocks from rolling or bouncing onto the highway. In some cases widening the ditch can solve the problem, but where the slopes are high this is not economically feasible. In these areas the State has used chain link fence draped over the slope and catch fences at the bottom of high slopes. Catch fences consist of an impact section and a screened section. The impact section captures rocks rolling down the slope and channels them through the screened section into the ditch. These types of slope protection can be used if the site is accessible and the slope uniform.

This experimental features project is located on the North Santiam Highway (#162) between Mayflower Creek and Detroit Dam, approximately 40 miles east of Salem. Here access is limited and the slope is nonuniform. To deal with the constant problem of falling rocks in this area the slopes were scaled, catch fences and slope screening were installed, and particularly hazardous rocks were secured with rock bolts. These are all routine functions to secure rockfall areas. On this project however, the following three modifications were proposed to the standard catch fence design and accepted as experimental features:

1. A triple twist (Gabion [TM] type) wire mesh was used instead of chain link fabric for the catch fence.
2. The length of the wire mesh draped from the fence was as long as 80 feet instead of the standard 15 feet.
3. Rock bolts were used to anchor the fence posts.

The construction aspects of these experimental features were rated as good in the Interim Construction Report dated July, 1986. Those evaluations are included again in this report for reference.

In addition, this report includes the results of a two year long evaluation of the fence's durability and performance. Durability is based on the fence's ability to withstand the climate and the impact of falling rock. Performance is based on the fence's capability to control rockfalls and thus reduce maintenance cleanup costs. These factors have been evaluated using a "good, fair, poor" rating system.

CONSTRUCTION EVALUATION

Gabion Type Wire Mesh

Gabion wire mesh fabric was used for the catch fence instead of the normal chain link fencing material. The fabric has 6-sided openings and consisted of #11 gauge wire with 0.8 oz. galvanizing per square *foot. The fabric was flexible and conformed well to the slope. The triple twist feature allowed the fabric to be trimmed without ravelling. The contractor elected to used fabric in 15-foot widths which reduced the number of vertical laps required. The fabric was relatively easy to work with and was given a rating of good.

Length Of Wire Mesh

The cut slopes consist of up to 50 feet of dark gray andesite overlain by bouldery soil The original highway cut in the andesite was constructed on about a 0.25H:1V slope with the overburden cut generally on a 1H:1V. To capture falling rocks, the catch fence was located at the break in the slope between the andesite and the upper 1H:1V slope. The catch fence (Figures 1 through 3) consisted of a 3/8-inch steel support cable with wound wire rope core passed through eyelets in the top of the fence posts; the ends were anchored into the slope. The screening was attached by hog rings to the wire rope than draped down the slope. Additional cables ran from the top of the screen to the bottom for additional support. The screening was not secured to the slope but allowed to hang freely. Another cable was attached at the bottom of the screen. This cable allows the screening to be pulled away from the slope, permitting trapped rocks to fall into the ditch for removal. Had a conventional slope screen been used, without the catch fence at the break, rocks would have collected at the break in the slope. This may have torn down the screen.

No construction problems were encountered. The rating of this feature is good.

Rock Bolt Fence Posts

The rock bolt fence post assembly is shown on Figure 4. The construction sequence was as follows. First, a hole was drilled into the rock and a continuously threaded rock bolt, 3/4 inches in diameter by 24 inches long, was grouted in place. Next a key hole plate and hex nut were put on the rock bolt. The rock surface had been preleveled for the plate. The nut and plate were set so one inch of the rock bolt extended above the hex nut. A two-inch stop type coupling was added and above this a 3/4-inch steel tie rod was installed. Extra tie rod length was included to accommodate slope variations. A four-inch O.D. steel fence post (minimum length six feet) slid over the tie rod. Longer fence posts were used where needed to maintain a level top fence line. The tie rod was cut so that one inch extended above the fence post. To the top of the tie rod a 1/4-inch steel plate and a one-inch eye bolt with a 3/4-inch tap was installed and used to tighten the fence post in place.

The rock bolt anchoring system for the fence post assemblies was recommended for two reasons:

1. To speed installation time where jack hammering a standard three-foot deep hole in rock would be too costly and difficult.

2. To allow for quicker and easier post replacement if a post was damaged after construction.

There were a few construction concerns with this feature. The first was due to the contractor and his fabricator misinterpreting the plans. They understood the plans to call for the key hole plate to be welded to the bottom of the fence posts. This made tightening the hex nut and the stop type coupling impossible. This error was corrected in the field by cutting the plates off the posts and regalvanizing the steel. The attached expanded assembly sequence drawing (Figure 5) which is now included in the plans has corrected this type of problem from occurring on recent projects.

Secondly, the contractor had difficulty developing level surfaces for the key hole plates in the rock. The rock tended to spall off along lines roughly parallel to the slope. This problem may have been avoided if a little more care and effort had been taken. In some cases the contractor had to develop level surfaces with grout. This proved to be an effective solution.

Finally, although attention was given to properly tightening the threaded eye bolt on top of the post, the fence posts had a tendency to slip along the key hole plate. Movement occurred when the fence support cable running from post to post was tightened to the prescribed amount. This caused no appreciable construction problems. However, on recent projects, this slippage has been eliminated by adding a one-inch high sleeve to the key hole plate. This addition is also shown on Figure 5. The short sleeve does not hinder tightening the hex nut or the stop type coupling, but helps to strengthen the system.

None of the above concerns were significant problems. The rating of the rock bolt fence posts is good.

DURABILITY AND PERFORMANCE EVALUATION

The modified catch fence has worked well during the past two years in restricting rockfall from the roadway. Most of the rockfall has been on the order of one foot or less in diameter; however some as large as two feet in diameter have occurred. The components have withstood numerous rockfall impacts without sustaining any noticeable damage or loss of ffectiveness. The rock bolt fence posts were designed to facilitate replacement if necessary. Since none of the fence components have required repair or replacement, this feature has not been utilized.

The fence is located in an area that normally receives 70 to 80 inches of precipitation annually. Much of this falls as snow. At times, plowed snow has buried the lower end of the catch fence allowing as much as five feet of rockfall debris to build up under the mesh. Although this was not anticipated, it has not caused any permanent damage to the mesh or the fence support system.

According to the area maintenance foreman, the modified catch fence has been very successful. Rockfalls are restricted to the narrow ditch; thus the daily road patrols once required to keep the highway cleared are no longer necessary. Ditch maintenance is performed as part of a scheduled routine.

Based on this two year evaluation, the modified catch fence has earned an overall rating of good both for its durability and performance.

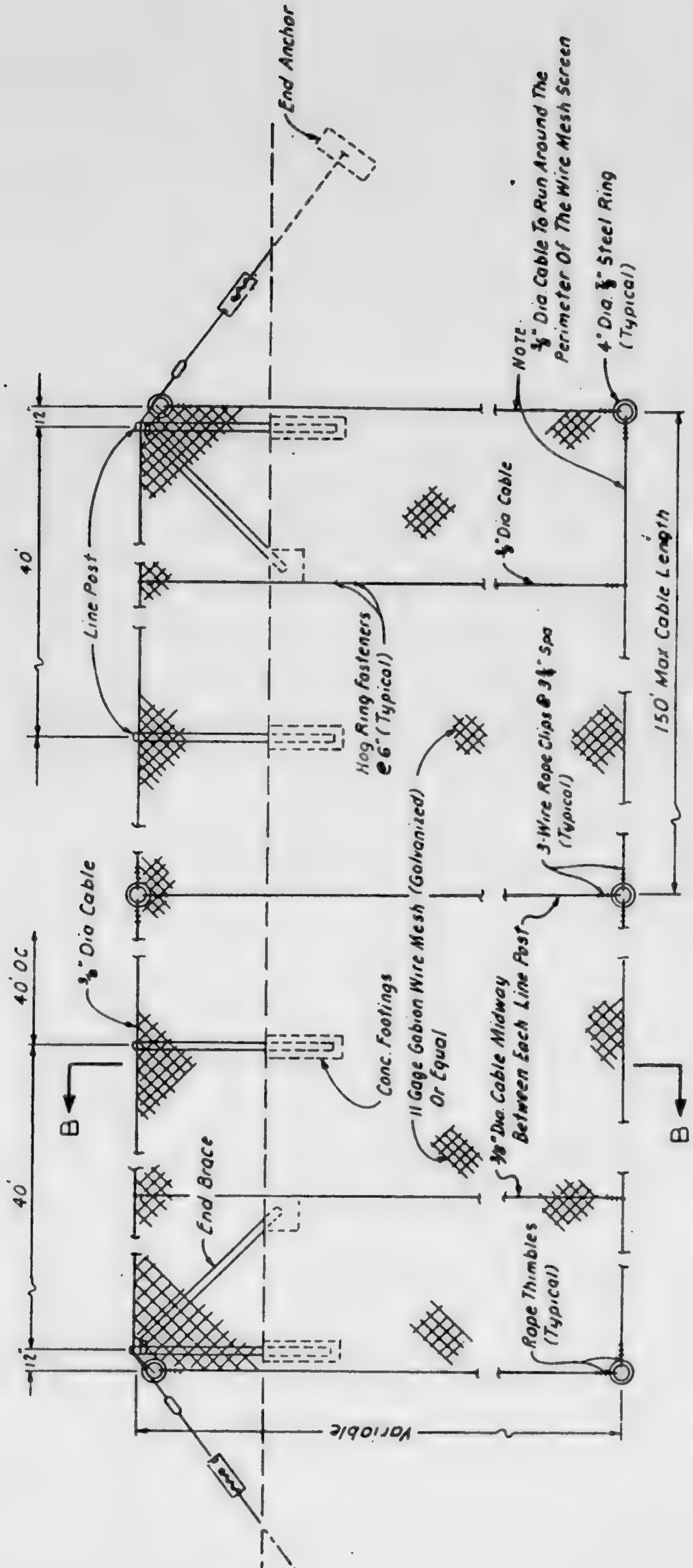
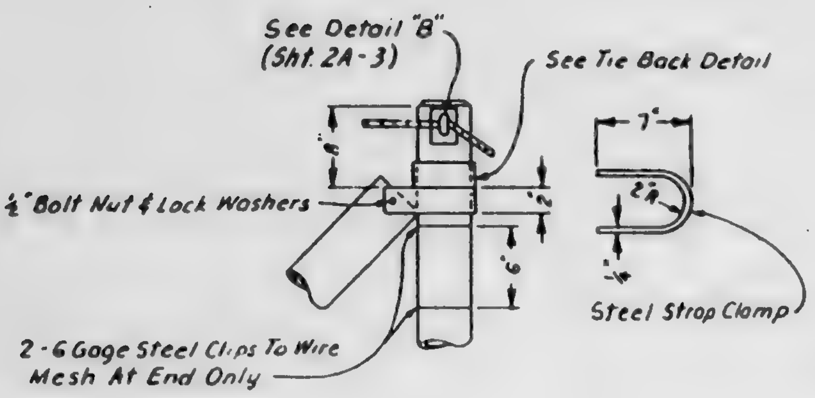
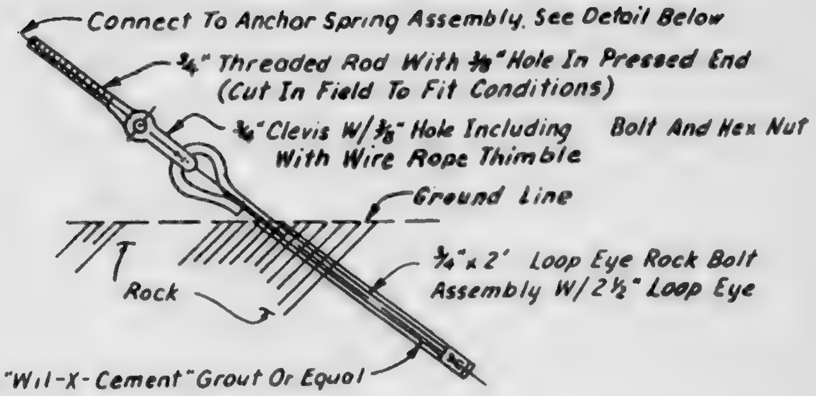

End Anchor
Line Post
40'
12"
40' O.C.
3/8" Dia Cable
B
B
End Brace
Variable
Conc. Footings
11 Gage Gabion Wire Mesh (Galvanized) Or Equal
Hog Ring Fasteners @ 6" (Typical)
3/8" Dia Cable Midway Between Each Line Post
3-Wire Rope Clips @ 3 1/4" Spa (Typical)
Rope Thimbles (Typical)
3/8" Dia Cable
150' Max Cable Length
NOTE: 3/8" Dia Cable To Run Around The Perimeter Of The Wire Mesh Screen
4" Dia. 3/8" Steel Ring (Typical)

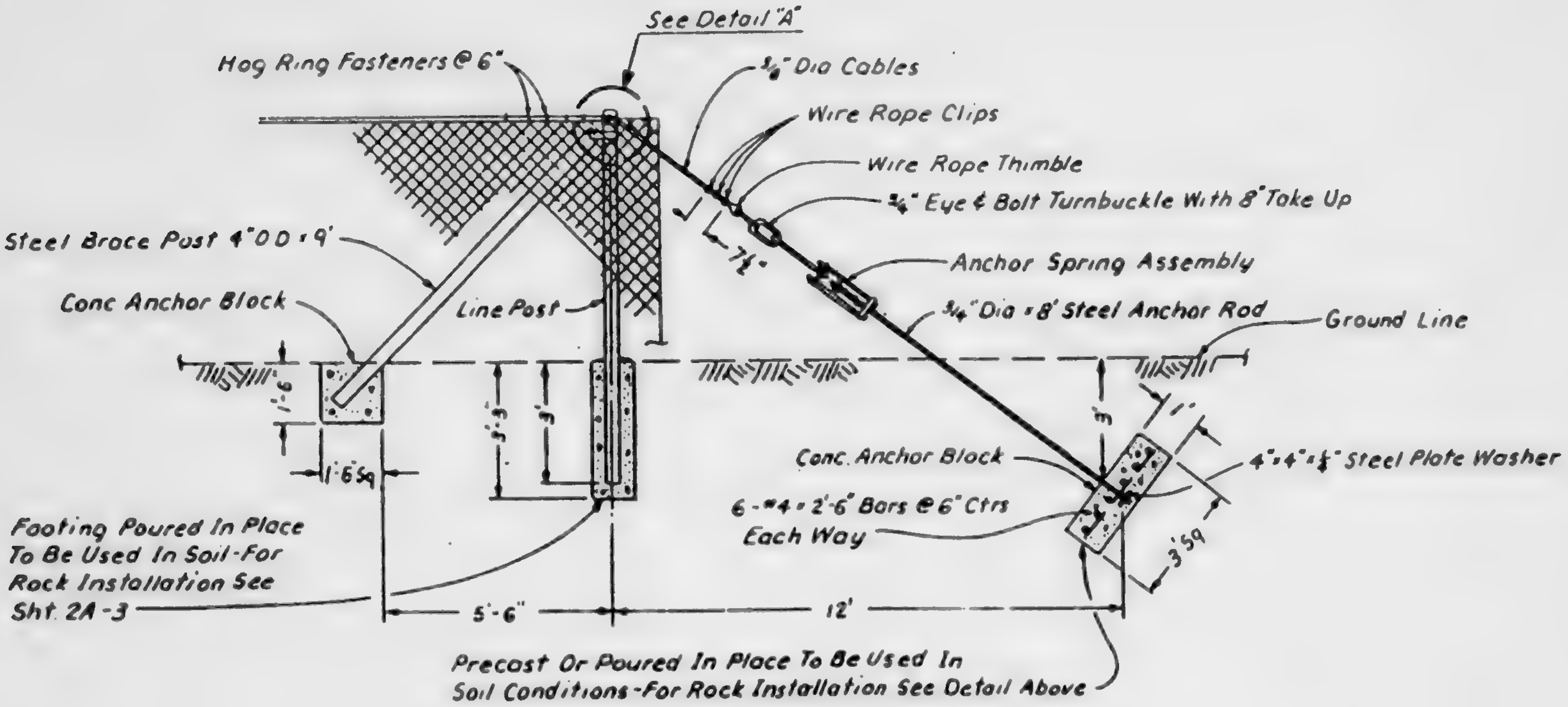
FIGURE 1 OF 5


See Detail "B"
(Sht. 2A-3)
See Tie Back Detail
8"
1/2" Bolt Nut & Lock Washers
2"
6"
7"
2 1/4"
1"
Steel Strap Clamp
2-6 Gage Steel Clips To Wire Mesh At End Only

DETAIL "A"

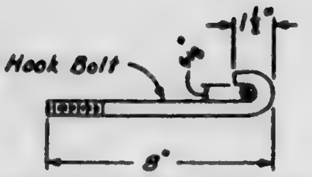

Connect To Anchor Spring Assembly. See Detail Below
3/4" Threaded Rod With 3/8" Hole In Pressed End (Cut In Field To Fit Conditions)
3/4" Clevis W/3/8" Hole Including Bolt And Hex Nut With Wire Rope Thimble
Ground Line
3/4" x 2' Loop Eye Rock Bolt Assembly W/2 1/2" Loop Eye
Rock
Use "Wil-X-Cement" Grout Or Equal

END ANCHOR
(INSTALLATION IN ROCK)

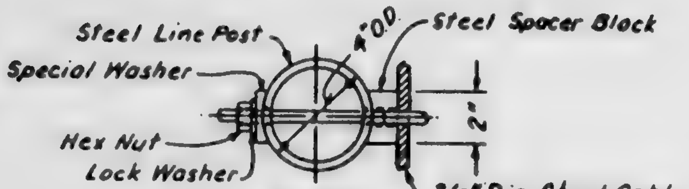

See Detail "A"
Hog Ring Fasteners @ 6"
3/8" Dia Cables
Wire Rope Clips
Wire Rope Thimble
3/4" Eye & Bolt Turnbuckle With 8" Take Up
7 1/2"
Steel Brace Post 4" O.D. x 9'
Anchor Spring Assembly
Conc Anchor Block
Line Post
3/4" Dia x 8' Steel Anchor Rod
Ground Line
1'-6"
3'-3"
3'
3'
1'
1'-6 Sq
Conc. Anchor Block
4" x 4" x 1/2" Steel Plate Washer
6-#4 x 2'-6" Bars @ 6" Ctrs Each Way
3' Sq
Footing Poured In Place To Be Used In Soil-For Rock Installation See Sht. 2A-3
5'-6"
12'
Precast Or Poured In Place To Be Used In Soil Conditions-For Rock Installation See Detail Above

END ANCHOR
(INSTALLATION IN SOIL)

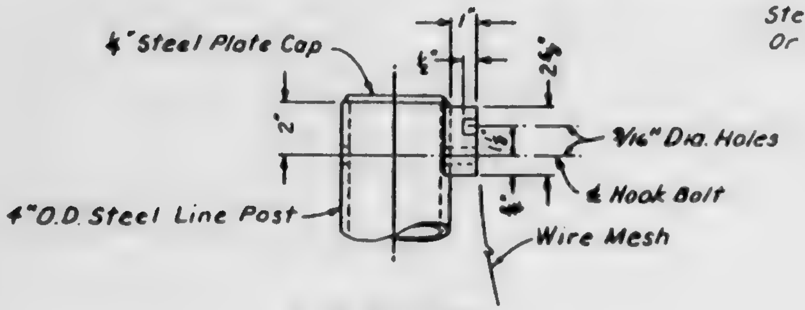
FIGURE 2 OF 5


1/2" Dia. Hook Bolt
1 1/4"
5/8"
8"

HOOK BOLT DETAIL

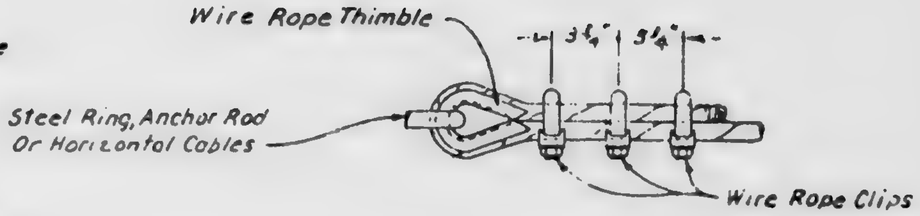

Steel Line Post
Special Washer
Hex Nut
Lock Washer
4" O.D.
Steel Spacer Block
2"
3/8" Dia. Steel Cable

PLAN

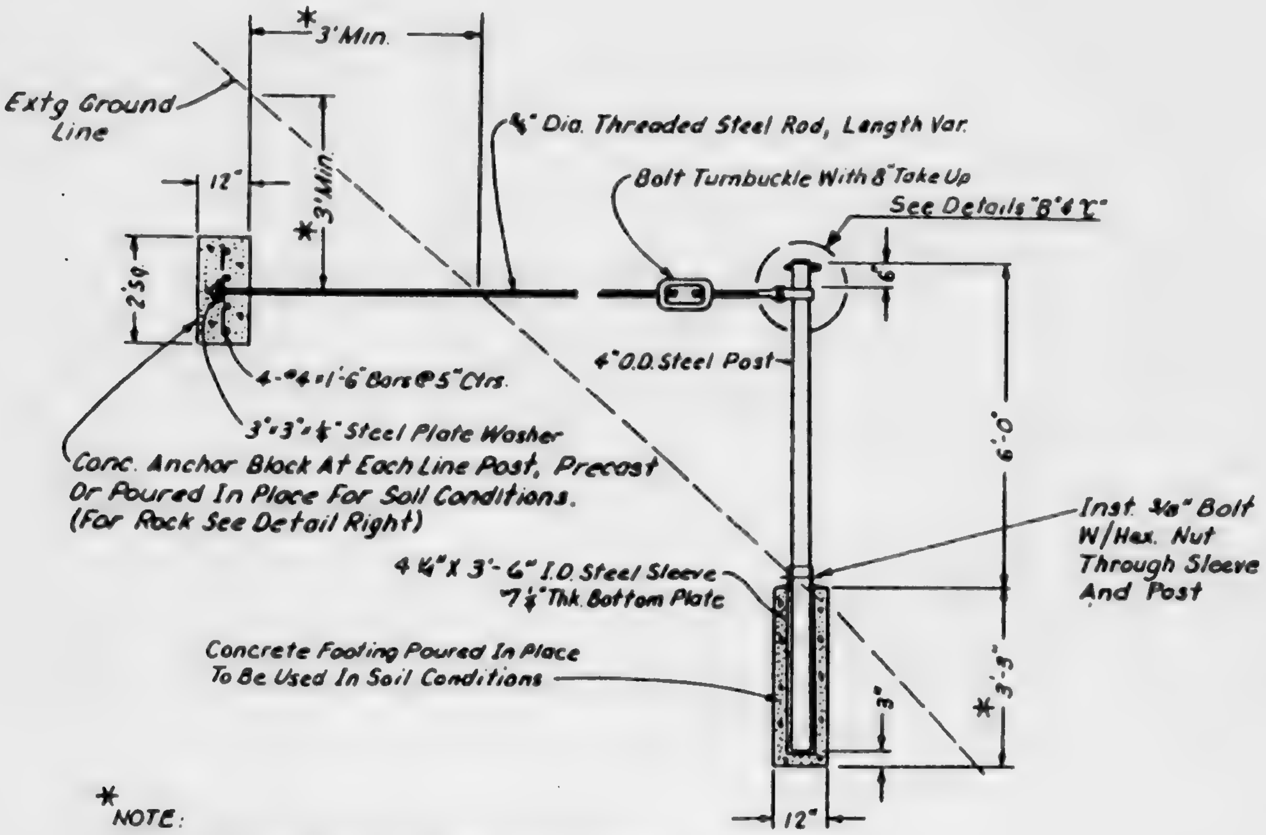

1/4" Steel Plate Cap
1"
1/4"
2 5/8"
2"
1 1/2"
9/16" Dia. Holes
℄ Hook Bolt
3/4"
4" O.D. Steel Line Post
Wire Mesh

ELEVATION

DETAIL "B"


Wire Rope Thimble
3 1/4"
3 1/4"
Steel Ring, Anchor Rod
Or Horizontal Cables
Wire Rope Clips

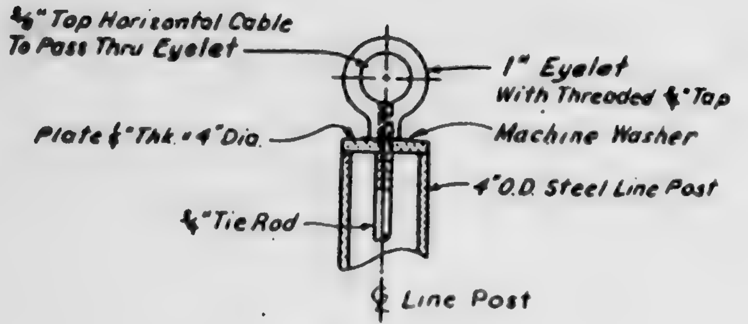
CABLE CONNECTION


*3' Min.
Extg Ground
Line
3/4" Dia. Threaded Steel Rod, Length Var.
12"
*3' Min.
2'-0"
Bolt Turnbuckle With 8" Take Up
See Details "B" & "C"
6"
4-#4 x 1'-6" Bars @ 5" Ctrs.
3" x 3" x 1/4" Steel Plate Washer
4" O.D. Steel Post
6'-0"
Conc. Anchor Block At Each Line Post, Precast
Or Poured In Place For Soil Conditions.
(For Rock See Detail Right)
Inst. 3/8" Bolt
W/Hex. Nut
Through Sleeve
And Post
4 1/4" X 3'-6" I.D. Steel Sleeve
1/4" Thk. Bottom Plate
Concrete Footing Poured In Place
To Be Used In Soil Conditions
3"
*3'-9"
12"

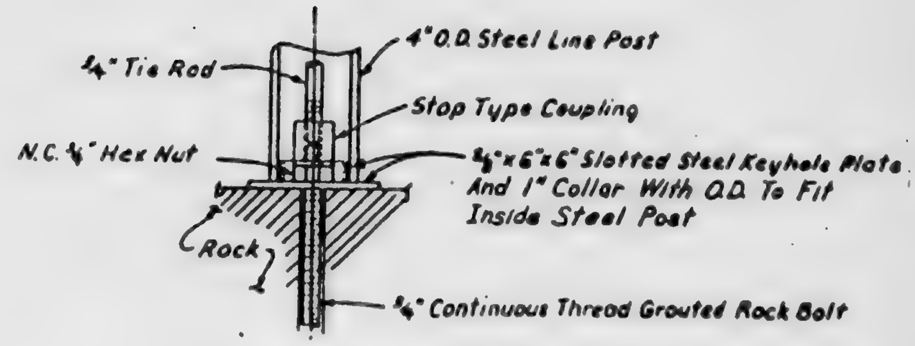
*NOTE:
If Rock Is Found Before These Dimensions
Are Obtained, Then Use Method Shown In
Detail At Right.

INSTALLATION IN SOIL

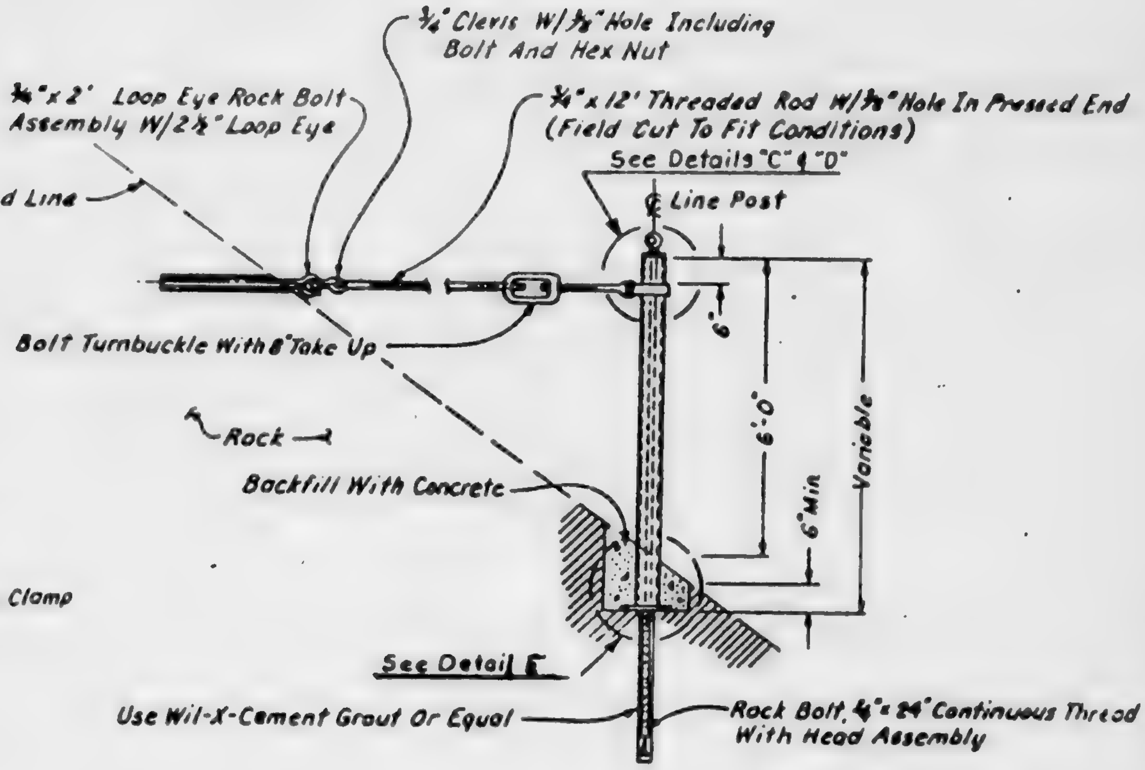
FIGURE 3 OF 5

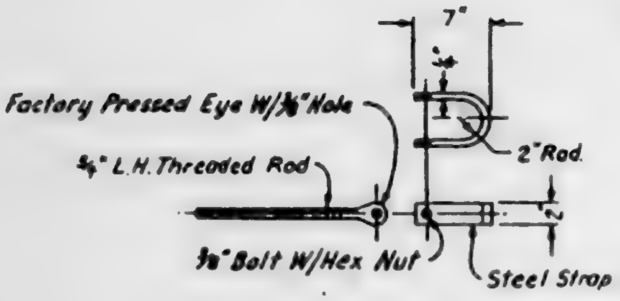

¾" Top Horizontal Cable To Pass Thru Eyelet
1" Eyelet With Threaded ¾" Tap
Plate ½" Thk. × 4" Dia.
Machine Washer
4" O.D. Steel Line Post
¾" Tie Rod
℄ Line Post

DETAIL "D"


4" O.D. Steel Line Post
¾" Tie Rod
Stop Type Coupling
N.C. ¾" Hex Nut
¾" × 6" × 6" Slotted Steel Keyhole Plate And 1" Collar With O.D. To Fit Inside Steel Post
Rock
¾" Continuous Thread Grouted Rock Bolt

DETAIL "E"
(See Exploded View)

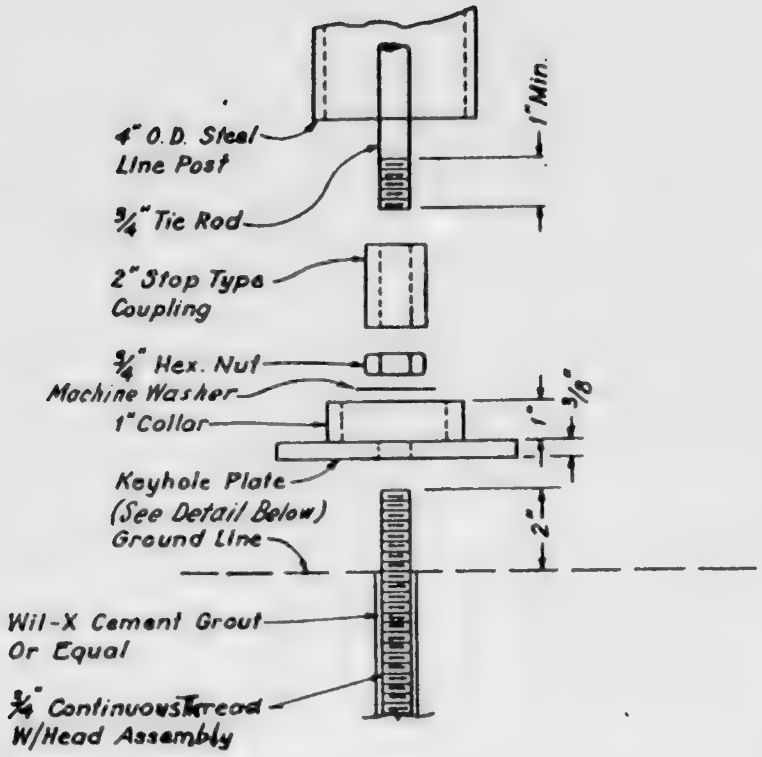

¾" Clevis W/⅞" Hole Including Bolt And Hex Nut
¾" x 2' Loop Eye Rock Bolt Assembly W/2½" Loop Eye
¾" x 12' Threaded Rod W/⅞" Hole In Pressed End (Field Cut To Fit Conditions)
See Details "C" & "D"
Extg. Ground Line
℄ Line Post
6"
Bolt Turnbuckle With 8" Take Up
6'-0"
Variable
Rock
Backfill With Concrete
6" Min
See Detail E
Use Wil-X-Cement Grout Or Equal
Rock Bolt, ¾" × 24" Continuous Thread With Head Assembly


7"
¾"
Factory Pressed Eye W/⅞" Hole
2" Rod
¾" L.H. Threaded Rod
2"
⅞" Bolt W/Hex Nut
Steel Strap Clamp

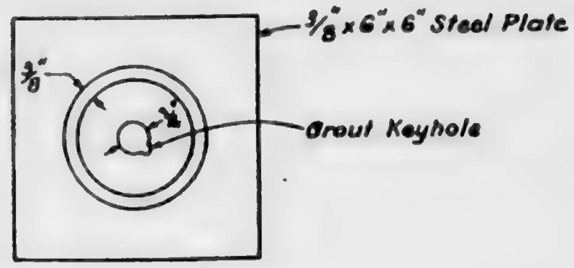
DETAIL "C"

INSTALLATION IN ROCK

FIGURE 4 OF 5


4" O.D. Steel Line Post
1" Min.
3/4" Tie Rod
2" Stop Type Coupling
3/4" Hex. Nut
Machine Washer
1" Collar
1"
3/8"
Keyhole Plate (See Detail Below)
2"
Ground Line
Wil-X Cement Grout Or Equal
3/4" Continuous Thread W/Head Assembly

EXPLODED VIEW DETAIL "E"


3/8" x 6" x 6" Steel Plate
3/8"
Grout Keyhole

KEYHOLE PLATE

FIGURE 5 OF 5

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.: RES 6

Date: August 30, 1988

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: For W. J. Quinn
Engineer of Materials & Research

Subject: Experimental Features Report - OR 84-01
"Modified Rockfall Catch Fence Mayflower Creek
Detroit Dam"

Enclosed are 10 copies of a final report on the experimental use of "Modified Rockfall Catch Fence".

The report on "Modified Rockfall Catch Fence" by Lawrence A. Pierson detailed a successful installation of Rockfall Catch Fence. The evaluation over two years indicates that the system is durable, performs well, and is cost effective.

Also enclosed are the final reports on Form 1461 for the experimental studies OR 84-01.

D. R. ADAMS

RECEIVED
STATE HWY ENGR
SEP 6 '88
REFER TO
FOR
Info Inves R/D D/R

Enclosures

cc: Donald R. Adams

RDP:lg

OREGON
1913 75 YEARS 1988
HIGHWAY DIVISION

AN EQUAL OPPORTUNITY EMPLOYER

734-1639B (3-88)

RCS HHO-30-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EXPERIMENTAL PROJECT REPORT

EXPERIMENTAL PROJECT

EXPERIMENTAL PROJECT NO. [1] STATE YEAR NUMBER SUF. OR84-01

CONSTRUCTION PROJ. NO. [8] F-47(22)

LOCATION [28] Marion County

EVALUATION FUNDING [48] 1 ☐ HP&R 2 ☒ CONSTRUCTION 3 ☐ DEMONSTRATION 4 ☐ IMPLEMENTATION

NEEP NO. [49]

PROPRIETARY FEATURE? [51] ☐ YES ☒ NO

SHORT TITLE

TITLE [52] Modified Rockfall Catch Fence Mayflower Creek - Detroit Dam

THIS FORM

DATE [140] MO. YR. 08-88

REPORTING [144] 1 ☐ INITIAL 2 ☐ ANNUAL 3 ☒ FINAL

KEY WORDS

KEY WORD 1 [145] Earthwork

KEY WORD 2 [167] Slopes

KEY WORD 3 [189] Erosioncontrol

KEY WORD 4 [211]

UNIQUE WORD [233] Catchfence

PROPRIETARY FEATURE NAME [255]

CHRONOLOGY

Date Work Plan Approved: MO. YR. [277] 05-84

Date Feature Constructed: MO. YR. [281] 10-85

Evaluation Scheduled Until: MO. YR. [285] 10-87

Evaluation Extended Until: MO. YR. [289]

Date Evaluation Terminated: MO. YR. [293] 05-88

QUANTITY AND COST

QUANTITY OF UNITS *(Rounded to whole numbers)* [297] 3810

UNITS [305] 1 ☒ LIN. FT. 2 ☐ S.Y. 3 ☐ S.Y.-IN. 4 ☐ C.Y. 5 ☐ TON 6 ☐ LBS. 7 ☐ EACH 8 ☐ LUMP SUM

UNIT COST *(Dollars, Cents)* [306] 74.25

AVAILABLE EVALUATION REPORTS

[315] ☐ CONSTRUCTION ☐ PERFORMANCE ☒ FINAL

EVALUATION

CONSTRUCTION PROBLEMS [318]
1 ☐ NONE
2 ☒ SLIGHT
3 ☐ MODERATE
4 ☐ SIGNIFICANT
5 ☐ SEVERE

PERFORMANCE [319]
1 ☒ EXCELLENT
2 ☐ GOOD
3 ☐ SATISFACTORY
4 ☐ MARGINAL
5 ☐ UNSATISFACTORY

APPLICATION

[320]
1 ☒ ADOPTED AS PRIMARY STD.
2 ☐ PERMITTED ALTERNATIVE
3 ☐ ADOPTED CONDITIONALLY
4 ☐ PENDING
5 ☐ REJECTED
6 ☐ NOT CONSTRUCTED

(Explain in Remarks if 3, 4, 5, or 6 is checked)

REMARKS

[321] System has performed well and will be used in the future. It has proved to be both durable and cost effective.

[700]

FORM FHWA 1461
(REV. 8-79)

Previous Editions are Obsolete

ic   cc: OSHD (Rulien)   **STATE COPY**

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 9/24/87	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. F-47(22)
COMPLETION DATE (Actual) 9/19/85	ACCEPTANCE DATE BY CONRTACT AGENCY 11/14/86	TIME ELAPSED SEE BELOW %	CONTRACT TIME S.C.D. 7/31/85

LOCATION

Approximately 8 miles west of the community of Detroit on OR 22

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MAYFLOWER CREEK - DETROIT DAM SECTION
NORTH SANTIAM HIGHWAY
Slope Scaling, Protection Mat & Paving

This project provided for rock fall protection on this 1.1 miles section of the North Santiam Highway.

The final cost of the original contract items was $571,148.61 or a 28.4 percent overrun of the original contract bid amount of $444,961.50. The final cost of the project including all changes and engineering was $779,856.65. A copy of the OSHD Statement of overruns and underruns is attached to the Division office copy of this report. Also see Area Engineer Kappus's report of 10/8/85 for information on project overruns.

The contract had a specified completion date of July 31, 1985. The work was not completed until September 19, 1985. The contractor requested a time extension. An extension of 46½ days was granted due to additional bid items and extra work performed. The time extension eliminated all liquidated damages on the project.

All participating work has been completed. All project striping has been completed.

- DBC -

RECEIVED
STATE HWY ENGR
NOV 12 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE David B Carter	SIGNATURE
TITLE Area Engineer — DATE 9/25/87	TITLE District Engineer A — DATE 9-28-87

FORM FHWA 1446B   PREVIOUS EDITIONS MAY BE USED

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 9-10		County MARION
PROJECT REPORT NUMBER		Project Number F-47(22)
MODIFICATION NUMBER 3		

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 9, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 816,436.00	$ 819,156.00
Federal funds	$ 719,688.00	$ 721,451.00
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2 ND day of SEP, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Previous editions are obsolete

☆ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 31, 1987

Federal Aid Project No. F-47(22)

Mayflower Creek-Detroit Dam Section
North Santiam Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Rock Slope Protection (Sta. 544+00 to 603+25)

SUBTOTAL from Estimate of September 25, 1985		$ 538,588.92
	Engineering	46,718.08
	TOTAL	$ 585,307.00

Type Code I000
Overlay (Sta. 544+00 to 603+25)

TOTAL from previous Estimate of September 25, 1985	$ 214,849.00
Reserve Total from Previous Estimate of September 25, 1985	$ 9,800.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
SFTY	010	$ 585,307.00	$ 515,948.00	$ 69,359.00
Overlay	010	214,849.00	189,389.00	25,460.00
SUBTOTAL		$ 800,156.00	$ 705,337.00	$ 94,819.00
Reserve	010	9,800.00	8,004.00	1,076.00
Experimental Evaluation	010	9,200.00	8,110.00	1,090.00
TOTAL		$ 819,156.00	$ 721,451.00	$ 96,985.00

Nonparticipating State Work

State Responsibility for Damages	All Required	$ 500.00

SubJob 010: 0%; SubJob 011: 100%
Contract No. 9888
Prefix: C124-1907 (P.E.)
Prefix: C09888

DDB:pf

9888

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-77	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County MARION
MODIFICATION NUMBER 2	10-15-85	Project Number F-47(22)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on May 22, 1985,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 609,094.00	$ 816,436.00
Federal funds	$ 536,916.00	$ 719,688.00
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 25, 1985

FEDERAL AID PROJECT NO. F-47(22)

MAYFLOWER CREEK-DETROIT DAM SECTION
NORTH SANTIAM HIGHWAY
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROCK SLOPE PROTECTION (Sta. 544+00 to Sta. 603+25)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Self Propelled Hydraulic Crane	110.00	300	$33,000.00	911	$100,210.00
Front End Loader 4-Wheel Drive	53.00	300	15,900.00	795	42,135.00
Scalers	22.50	300	6,750.00	1,026	27,085.00
Work at Bridge Ends (FA #3)					93,562.42
			$55,650.00		$262,992.42

Increase	$ 207,342.42
SUBTOTAL from Estimate of May 21, 1985	331,246.50
Subtotal	$ 538,588.92
Engineering	44,718.08
Total	$ 583,307.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
SFTY	$583,307.00	$514,185.00	$ 69,122.00
Overlay	214,849.00	189,389.00	25,460.00
SUBTOTAL	$798,156.00	$703,574.00	$ 94,582.00
RESERVE	$ 9,080.00	$ 8,004.00	$ 1,076.00
Experimental Item Evaluation	9,200.00	8,110.00	1,090.00
TOTAL	$816,436.00	$719,688.00	$ 96,748.00,

Group 1: 100%
Contract No. 9888
Prefix: 124-1907 (P.E.)
Prefix: C09888

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 500.00

RLC:pf

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-122	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 1		Project Number F-47(22)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on October 9, 1984 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 556,849.00	$ 609,094.00
Federal funds	$ 490,862.00	$ 536,916.00
Other revisions		

This modification is made for the following reasons: To include increase cost of Project Construction.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of May , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager
(Title)

~~By~~ For: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON May 21,1985

FEDERAL AID PROJECT NO. F-47(22)

Mayflower Creek-Detroit Dam Section
North Santiam Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
Rock Slope Protection (Sta. 544+00 to Sta. 603+25)

Description	Original Quantity	Original Amount	Revised Quantity	Revised Amount
Self Propelled Hydraulic Crane	300	$33,000	545	$59,950
Front End Loader	300	15,900	660	34,980
		$48,900		$94,930

Increase	$ 46,030.00
Subtotal as on estimate of October 1, 1984	285,216.50
Subtotal	$331,246.50
Engineering	44,718.50
Total	$375,965.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
SFTY	$375,965.00	$331,413.00	$44,552.00
Overlay	214,849.00	189,389.00	25,460.00
Subtotal	$590,814.00	$520,802.00	$70,013.00
Reserve	$ 9,080.00	$ 8,004.00	$ 1,076.00
Experimental Item Evaluation	9,200.00	8,110.00	1,090.00
Total	$609,094.00	$536,916.00	$72,178.00

Group 1 100%

Contract No. 9888
Prefix: 124-1907 P.E.
124-1099

DDB:jc

Nonparticipating Work

State Responsibility for Damages	All	Required	$ 500.00

9888

STATE COPY

TO BE COMPLETED BY FHWA

10-78

U.S. Department of Transportation
Federal Highway Administration

FEDERAL-AID PROJECT AGREEMENT

STATE
Oregon

Project NO.
F-47(22)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Mayflower Creek - Detroit Dam

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-15-84	1.122
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS PRO RATA 88.15%
$ 556,849.00	$ 490,862.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By [illegible]
Manager, Program Section
(Title)
XXX For: N.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [illegible]
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator OCT 9 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

410

Oregon State Highway Division
Salem, Oregon October 1, 1984

Federal Aid Project No. F-47(22)

Mayflower Creek-Detroit Dam Section
North Santiam Highway
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Rock Slope Protection (Sta. 544+00 to Sta. 603+25)

Mobilization	Lump Sum	(65%)	Lump Sum	$ 28,600.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	8,340.00
Temporary Signs	Sq. Ft.	368	4.50	1,656.00
Temporary Barricades	Each	4	85.00	340.00
Temporary Plastic Safety Markers	Each	10	40.00	400.00
Flaggers	Hour	1,500	.50	750.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	18,240.00
General Excavation	Cu. Yd.	1,120	6.70	7,504.00
Self-propelled Hydraulic Crane	Hour	300	110.00	33,000.00
Front End Loader, 4-Wheel Drive	Hour	300	53.00	15,900.00
Dump Truck	Hour	300	35.00	10,500.00
Scalers	Hour	300	22.50	6,750.00
Scalers Helpers	Hour	300	22.50	6,750.00
Slope Protection Mat	Sq. Ft.	31,360	.80	25,088.00
Slope Protection Mat with Rock Protection Fence	Sq. Ft.	16,280	1.25	20,350.00*
Rock Bolting	Lin. Ft.	500	52.00	26,000.00
Concrete Inlets, Type "D"	Each	2	350.00	700.00
Guard Rail, Type 2A	Lin. Ft.	4,063	9.50	38,598.50
Guard Rail, Type 3	Lin. Ft.	100	19.50	1,950.00
Guard Rail Anchors, Type 1	Each	3	280.00	840.00
Guard Rail Anchors, Type 1 Modified	Each	9	280.00	2,520.00
Rail End Pieces, Type "C"	Each	3	80.00	240.00
Extra for Guard Rail Bridge Connections	Each	6	200.00	1,200.00
Roadside Seeding and Mulching	Acre	2	1,000.00	2,000.00
			Subtotal	$ 285,216.50
			Engineering	38,503.50
			Total	$ 323,720.00

*Experimental Item

Type Code 1000
Overlay (Sta. 544+00 to Sta. 603+25)

Mobilization	Lump Sum	~~All~~ 35%	Lump Sum	$ 15,400.00
Aggregate Base	Ton	700	16.00	11,200.00
Class "C" Asphalt Concrete	Ton	3,900	23.40	91,260.00
Asphalt Cement in Mixture	Ton	230	187.00	43,010.00
Hydrated Lime in Mixture	Ton	45	350.00	15,750.00
Extra for Asphalt Approaches	Each	11	325.00	3,575.00
Membrane Waterproofing	Sq. Yd.	262	25.00	6,550.00
				$ 186,745.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 2,550.00
		Subtotal	$ 189,295.00
		Engineering	25,554.00
		Total	$ 214,849.00

Length of Project	1.122 miles
Cost of Roadway Per Mile	$ 191,487.52

Retain in Reserve

Consultant on Rock Bolting	All Required		$ 3,000.00
Explosives Technician & Explosives	All Required		5,000.00
		Subtotal	$ 8,000.00
		Engineering	1,080.00
		Total	$ 9,080.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
SFTY	$ 323,720.00	$ 285,359.00	$ 38,361.00
Overlay	214,849.00	189,389.00	25,460.00
Subtotal	$ 538,569.00	$ 474,748.00	$ 63,821.00
Reserve	9,080.00	8,004.00	1,076.00
Experimental Item Evaluation	9,200.00	8,110.00	1,090.00
	$ 556,849.00	$ 490,862.00	$ 65,987.00

Group 1	100%
Contract No.	9888
Prefix:	124-1907 P.E. 124-1099

WH:bkb

Nonparticipating State Work

State Responsibility for Damages	All Required	$	500.00

7888

~

December 9, 1986

CON 5 - #9888

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On November 18, 1986, we wrote to you concerning release of final payment on Contract No. 9888 awarded to Auburn Construction Company for work on the Mayflower Creek-Detroit Dam Section of the North Santiam Highway in Marion County.

The total contract amount is $719,340.68, including $103,688.04 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cc: Auburn Construction Company
P.O. Box 676
Wilsonville, OR 97070

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9888

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
9888

TO: Commission Services DATE: November 14, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9888 , On Site Work Substantially Completed September 19, 1985

All Work Completed November 4, 1986

Project Mayflower Creek-Detroit Dam

Highway North Santiam

County Marion

Type of Work Slope Scaling, Protection Mat and Paving

Contractor Auburn Construction Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
NOV 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

11-18-86 Letter written to surety. azm

81-125-1367

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

July 10, 1986

Dale E. Wilken, Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center St. N.E.
Salem, Oregon 97301

Subject: Experimental Features Interim Report, OR 84-01
"Modified Rockfall Catch Fence
Mayflower Creek, Detroit Dam"

Enclosed are ten copies of the Interim Report describing construction and performance to date of the Rockfall Catch Fence installed on Highway 22 near Detroit Dam.

The report by Larry Pierson documents this background and construction of the fence. The overall performance of this experimental feature, to date, is good.

Also enclosed is the Interim Report Form 1461 for the subject project.

Sincerely,

R. C. Blensly,
Research Engineer

NOTED
W. E. SCHWARTZ

cc: W. E. Schwartz
Geotech Section

RECEIVED
STATE HWY ENGR
JUL 11 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

9888 N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB Mayflower Creek-Detroit Dam	SECTION Mayflower Creek - Detroit Dam	WEEK ENDING April 26, 1986
		SECTION PREFIX C09888
	HIGHWAY North Santiam	COUNTY Marion
	KIND OF WORK Slope Sealing, Protection Mat, and Paving	
CONTRACTOR Auburn Construction Co.	CONTRACT NUMBER 9888	FEDERAL AID PROJECT NUMBER F-47(22)
DATE OF CONTRACT September 27, 1984	DATE WORK STARTED December 3, 1984	ESTIMATED COMPLETION DATE Sept. 19, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 749,673.06	SPECIFIED COMPLETION DATE Oct 1 , 1985	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 694,673.06	ENGINEERING AUTHORIZATION $ 55,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 722,500.00	ENGINEERING COST TO DATE $ 60,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 104
ESTIMATED PERCENT: OVERRUN / UNDERRUN Overrun 4 %	PERCENT OF AUTHORIZATION 109 %	DATE PROJECT WAS COMPLETED: Sept. 19, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.12				1.12
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.12				1.12
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1120cy				3,900 T
TOTAL QUANTITIES CORRECTED TO DATE	110cy				3,534 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	110cy				3,534 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

***

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work
TUESDAY	No work
WEDNESDAY	No work
THURSDAY	No work
FRIDAY	No work
SATURDAY	

REMARKS

Third Notification issued April 24, 1986.

PROJECT COMPLETED

FINAL REPORT

SIGNED Alva D. Vohland LOCATION Corvallis

ALVA D. VOHLAND, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

9888 jc

N

U. S. DEPARTMENT OF TRANSPORTION
FEDERAL HIGHWAY ADMINISTION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-47(22)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40145

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
October 28, 1985

8. FEDERAL ROUTE NUMBER
Primary 47

9. STATE ROUTE NUMBER
Secondary 162

10. GENERAL LOCATION:
Mayflower Creek - Detroit Dam Section

11. GENERAL DESCRIPTION OF WORK
Installation of Type 1 Delineators

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10-28-85 as requested in Mr. Fredrickson's letter of 12-9-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $1,750; Federal Funds 1,543.

RECEIVED
STATE HWY ENGR
DEC 17 '85
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
12/17

14. DATE
12/12/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9828

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: November 8, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-47(22)

Contract 9888, Work Completed September 19, 1985

Project Mayflower Creek-Detroit Dam

Highway North Santiam

County Marion

We request that your office return a signed copy of this letter i dicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10/8/85

NOTED
E. S. HUNTER

G. K. [illegible]
for Dale E. Wilken
Division Administrator

RECEIVED
STAT. HWY ENGR
NOV 20 '85
REFER TO
FOR

Info	Inves	R/O	D/R	Sign	Act	File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Wm. Anhorn
B. M. Walton

CPC/FL4

- 9888

N

October 9, 1985

CON 5

Auburn Construction Co.
10630 S.W. Tonquin Loop Road
Sherwood, Oregon 97140

Time Extension Request
Mayflower Creek-Detroit Dam
Contract No. 9888
FAP No. F-47(22)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 46 1/2 calendar days is granted due to the additional bid item work performed and to extra work performed under Order for Extra Work No. 1, Price Agreement No. 7, and Price Agreement No. 8.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc C. O. Fredrickson
W. G. Anhorn w/att.
Al Vohland w/att.
FHWA w/att.
Bruce Walton

STATE OF OREG

INTER OFFICE MEMO

C09888

TO: W. G. Anhorn
Region 2 Engineer

DATE: Sept. 16, 1985

REGION 2
RECEIVED
1985

FROM: Alva D. Vohland
Alva D. Vohland
Project Manager, Corvallis

SUBJECT: Mayflower Creek - Detroit Dam
Contract Number 9888
Adjustment of Contract Time

Enclosed are two copies of Form 734-3320 with consent of surety requesting the completion date for the subject project be extended to October 31, 1985. Also enclosed is the contractor's schedule indicating the original completion date of July 1, 1985.

As of today, the work remaining consists of completion of the guard rail installation and paving of guard rail flares. I estimate this work could be completed in two weeks, and therefore, recommend that the project completion date be extended to October 1, 1985.

The project scaling bid items were estimated and were by the hour. This included scalers and a crane to hoist the scalers by basket, whereby they could hand scale the steep rock slopes to dislodge fractured and dangerous rocks. Obviously, this item was underestimated as the bid item hours overran threefold.

The extra work items and overrun of bid items were significant enough to cause the project costs to nearly double, therefore, the original estimates of work were underestimated. I can attribute this to the nature of the work. It is very difficult to identify progress made due to the hand work necessary to complete this type of project.

To recap the above, I based my recommendation on the following:

1. Overrun of Scaling Hours - 600 hours by bid item, 2200 used.
2. Extra Work Items:
   - A. Slope protection mats were placed on two additional areas.
   - B. Bridge Deck Asphalt Thickness

I concur with Region and Project Manager.
D.B. Jackmond

O.B. Jackmond
Our EWO's and PA's 7 & 8 total 69 days additional work. (Aug & Sept had 42 work days)
I recommend the project completion date be extended from July 31, '85 to Oct 1, '85.
KE Hooby

enclosure

cc: File

1-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 8, 1985

In Reply Refer to
File No.:

TO: Oregon Transportation Commission

CON 5

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

cc 6 =

SUBJECT: Request for Increase in Project Authorization
Mayflower Creek-Detroit Dam Section
North Santiam Highway, Marion County
Contract No. 9888

This federal aid project is approximately 67 percent finished with completion anticipated in August, 1985. It now appears that the final cost will exceed the project authorization by $155,000 or 26 percent. The authorization was increased at the May 21, 1985 meeting on the basis of additional scaling work required.

Rock drilling is progressing considerably slower than was anticipated, and revelation of unstable rock and soil slope conditions which were not previously evident has necessitated a further increase in the scaling work and extension of the slope protection mat and fence. This extra work is necessary to fulfill the design purpose of the project and to properly safeguard traffic. It is expected to add approximately $90,900 to the cost of the project.

The contract plans were prepared on the basis of the need to remove approximately one inch of asphalt surfacing from the existing slide viaduct structure. It was found that there is approximately seven inches of surfacing to be removed, however, and the additional grinding and the adjustment work necessary on the approaches to provide a satisfactory grade line is expected to add approximately $50,000 to the cost of the project.

The construction engineering expenses are expected to increase because of the additional cost to properly monitor inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $155,000 to a new total of $749,673.06. This matter will be on the consent calendar for the July 16 meeting.

bc: Fred Miller R. W. Gormsen C. O.Fredrickson
V. E. Skoog W. G. Anhorn George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: July 8, 1985

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Mayflower Creek-Detroit Dam Section
North Santiam Highway, Marion County
Contract No. 9888

This federal aid project is approximately 67 percent finished with completion anticipated in August, 1985. It now appears that the final cost will exceed the project authorization by $155,000 or 26 percent. The authorization was increased at the May 21, 1985 meeting on the basis of additional scaling work required.

Rock drilling is progressing considerably slower than was anticipated, and revelation of unstable rock and soil slope conditions which were not previously evident has necessitated a further increase in the scaling work and extension of the slope protection mat and fence. This extra work is necessary to fulfill the design purpose of the project and to properly safeguard traffic. It is expected to add approximately $90,900 to the cost of the project.

The contract plans were prepared on the basis of the need to remove approximately one inch of asphalt surfacing from the existing slide viaduct structure. It was found that there is approximately seven inches of surfacing to be removed, however, and the additional grinding and the adjustment work necessary on the approaches to provide a satisfactory grade line is expected to add approximately $50,000 to the cost of the project.

The construction engineering expenses are expected to increase because of the additional cost to properly monitor inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $155,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: W. G. Anhorn A. D. Vohland
B. M. Walton D. L. Trout

81-125-1387

Form E-372 (Rev. 12-70)

124-10??
Spec Comp 7-31-85
Aut ✓ ✓

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Mayflower Cr. - Detroit Dam
Date June 10, 1985
Highway North Santiam
Contract No. 9888
County Marion
Kind of Work Rockfall Protection, Paving & Guardrail
Contractor Auburn Construction

	Original Authorization	5-21-85 Authorized	Estimated	Est #7 (6/3/85)
Contract Amount	444,961.50	$542,528.35 ✓	$633,457.35	596,171.90
Anticipated Items	11,050.00	11,050.00 ✓	11,050.00	
Contingency (4½%)	20,520.52	53.67 ✓	50,165.71	
Engineering	41,041.04	41,041.04 ✓	55,000.00 OK	x (50,000) (15% = 96,700 [illegible])
Credits		0.00 ✓	0.00	
PROJECT COST	517,573.06	594,673.06 ✓	749,673.06	691,664.92

NET INCREASE $ 155,000 OR ~~[illegible]~~ 26.1 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
B.I. # 9: Self propelled hydraulic crane (C)	$100,265.00	$ +40,265.00
B.I. #10: Front end loader (C)	43,566.00	+ 8,566.00
B.I. #11: Dumptruck (C)	28,560.00	+ 6,560.00
B.I. #12: Scalers (C)	22,938.75	+ 3,938.75
B.I. #13: Scalers helpers (C)	26,415.00	+ 7,415.00
B.I. #15: Slpoe prot. mat w rock prot. fence (C)	35,916.25	+15,566.25
P.A. # 5: Scaling with crane & cat tracks (U)	14,527.50	+ 2,047.50
P.A. # 6: Dozer with operator (U)	2,642.50	+ 642.50
P.A. # 8: (Anticipated) Extra modified slope prot. (U)	5,928.00	+ 5,928.00
(C): Membrane (grinding, bridge approach work)	6,550.00	50,000.00
Engineering (C)	55,000.00	13,958.96
		[illegible],857.96

Principal reasons for overruns (Continue on reverse side): NOTE: This is the second expected overrun of project authorization on this project. The first was approved on May 4, 1985.

(SEE OTHER SIDE FOR PRINCIPAL REASONS FOR OVERRUNS)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by For Paul Meyers Alva D. Vohland
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by Kenneth E. Husby
Regional Engineer

Noted by
Deputy or State Highway Engineer

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 5

DATE: May 7, 1985

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Mayflower Creek-Detroit Dam Section
North Santiam Highway, Marion County
Contract No. 9888

This federal aid project is approximately 50 percent finished with completion anticipated in July, 1985. It now appears that the final cost will exceed the project authorization by $77,100 or fifteen percent.

The contract work consists of scaling the existing rock slopes on an hourly equipment rental basis, construction of rock protection fence and slope protection mat, and placement of an asphalt concrete pavement overlay.

The slope protection work comprises approximately one-third of the contract amount as awarded. The job of scaling the slopes to remove loose material, stumps and boulders required more time to perform than was estimated in preparing the contract. This work, together with the rock protection fence and slope protection mat, should be completed by May 24, 1985. The additional scaling work was necessary in order to bring the slopes to a safe condition and thus accomplish the intended purpose of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $77,100.00 to a new total of $594,673.06. This matter will be on the consent calendar for the May 21 meeting.

bc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

Form 734-3122

STATE OF OREGON

Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: May 7, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Mayflower Creek-Detroit Dam Section
North Santiam Highway, Marion County
Contract No. 9888

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There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $77,100. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: W. G. Anhorn
A. D. Vohland
B. M. Walton
D. L. Trout

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
MAY 7 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

Contains Recycled Materials

1

~~CALIFORNIA~~ PRELIMINARY NOTICE

YOUR ATTENTION IS DIRECTED TO ~~SECTIONS 309~~ ~~[illegible] CALIFORNIA CIVIL CODE WHICH RE~~ ~~[illegible]~~ NOTIFY YOU "THAT IF BILLS ARE NOT PAID IN FULL FOR LABOR, SERVICES, EQUIPMENT OR M ALS FURNISHED, OR TO BE FURNISHED, THE IMPROV ROPERTY (WHICH IS DESCRIBED HEREON) MAY BE SUBJECT TO MECHANICS' LIENS". (THIS STATEMENT IS APPLICABLE TO PRIVATE WORK ONLY.)

THIS IS NOT A LIEN. THIS IS NOT A REFLECTION ON THE INTEGRITY OF ANY CONTRACTOR OR SUBCONTRACTOR.

5891

YOU ARE HEREBY NOTIFIED:

DATE 4/25/85

THAT THE UNDERSIGNED HAS FURNISHED OR WILL FURNISH LABOR, SERVICES, EQUIPMENT OR MATERIAL OF THE FOLLOWING DESCRIPTION:

INDIVIDUAL OR FIRM

(NAME) Terra Aqua, Inc.
(ADDRESS) 4930 Energy Way
(CITY) (STATE) (ZIP) Reno, Nevada 89502
BY (SIGNATURE) Dixie L. Dennis
(TITLE) Office Manager (DATE) 4/25/85

Galv. Wire Mesh
(DESCRIPTION OF MATERIALS, LABOR, SERVICES OR EQUIPMENT FURNISHED)
Mayflower Creek-Detroit Dam
#F-47(22)
Contract # 9888
(ADDRESS OF BUILDING, STRUCTURE, WORK OF IMPROVEMENT)
(CITY) (STATE) (ZIP)

THE NAME AND ADDRESS OF THE PERSON WHO CONTRACTED FOR THE PURCHASE OF SUCH LABOR, SERVICE, EQUIPMENT OR MATERIAL

IS Auburn Construction
P.O. Box 676
Wilsonville, Oregon 97070

NOTICE TO PROPERTY OWNER

If bills are not paid in full for the labor, services, equipment, or materials furnished or to be furnished, a mechanic's lien leading to the loss, through court foreclosure proceedings, of all or part of your property being so improved may be placed against the property even though you have paid your contractor in full. You may wish to protect yourself against this consequence by (1) requiring your contractor to furnish a signed release by the person or firm giving you this notice before making payment to your contractor or (2) any other method or device which is appropriate under the circumstances.

TO: OWNER, REPUTED OWNER, OR PUBLIC AGENCY

Oregon State Dept. of Transportation
135 Transportation Building
Salem, Oregon 97310

TRUST FUNDS TO WHICH SUPPLEMENTAL FRINGE BENEFITS ARE PAYABLE

NAME
ADDRESS
NAME
ADDRESS
NAME
ADDRESS
(MATERIAL MEN NOT REQUIRED TO FURNISH THE ABOVE)

TO: ORIGINAL CONTRACTOR OR REPUTED CONTRACTOR

TO: CONSTRUCTION LENDER OR REPUTED CONSTRUCTION LENDER

NOTICE
TO CONSTRUCTION LENDER ONLY

ESTIMATED TOTAL PRICE OF THE LABOR, SERVICES, EQUIPMENT OR MATERIALS DESCRIBED HEREON.

$[redacted]

PROOF OF SERVICE AFFIDAVIT

(SECTION 3097.1, CALIFORNIA CIVIL CODE)

I, Anamarie Stefani, declare that I served copies of the above PRELIMINARY NOTICE (check appropriate box).

(a) ☐ By personally delivering copies to ____ (name(s) and title(s) of person served) at ____ (address)

on ____ (date) 19 ____, at ____ (time) ___.m.

(b) ☒ By First Class Certified or Registered Mail service, postage prepaid, addressed to each of the parties at the addresses shown above on April 25, 1985.

I declare under penalty of perjury that the foregoing is true and correct.

Signed at Reno, Nevada ~~California~~, on April 25, 1985

[ATTACH RECEIPTS OF CERTIFIED OR REGISTERED MAIL WHEN RETURNED]

Anamarie Stefani
SIGNATURE OF PERSON MAKING SERVICE

REDIFORM® 4S449 POLY PAK (50 SETS) 4P449
4-83

OWNER COPY

RECEIVED
MAY 02 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1221

January 11, 1985

MAI

Mr. R. John Feely
P.O. Box 587
Detroit, Oregon 97342

Mayflower Creek-Detroit Dam Section
North Santiam Highway
Traffic Delays

I apologize for your long delay caused by our construction project on the North Santiam highway near Detroit Dam.

In this area, we encountered traffic heavier than expected during the period between Christmas and New Years Day. Based on the experiences on December 27, 1984, we did not allow the contractor to work on Friday, December 28, 1984, and have subsequently shortened the contractor's allowable delay periods in an effort to reduce delays to traffic.

We are making every effort to find a good balance between delays to the traveling public and the most efficient use of our construction dollars. In any case, the safety of the traveling public will be of paramount concern.

We regret any inconvenience you may have experienced.

W. E. Schwartz, P. E.
Assistant State Highway Engineer
for Operations

DLC:sl

bc H. S. Coulter
W. G. Anhorn

9888

RECEIVED
STATE HWY ENGR
JAN 3 '85
REFER TO
FOR

WES
DIR

Dept. of Transportation
Hwy. Division

Dear Sir:

On Thursday, Dec 27th I was delayed at milepost 43 on HWY 22, near the Detroit Dam by reconstruction work.

Letters from the State HWY Division had been previously sent out to various agencies notifying "of delays" for periods up to 30 minutes". (See copy - attached, which I was able to obtain.)

The delay which I experienced was from 3:00 PM to 3:55 PM, which is 55 minutes. This is much longer than the "up to 30 minutes" which the contractor is allowed.

Also, eastbound traffic was let thru after about 40 minutes; after the crane & other equipment was removed from the road and parked. Then the workers just stood around and bullshitted for another 15 minutes, doing nothing constructive; while well over 100 vehicles waited, and

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

9211

RECEIVED
STATE HWY ENGR
JAN 3 '85
REFER TO
FOR

WES
DIR

Dept. of Transportation
Hwy. Division

Dear Sir:

On Thursday, Dec 27th I was delayed at milepost 43 on HWY 22, near the Detroit Dam by reconstruction work.

Letters from the State HWY Division had been previously sent out to various agencies notifying "of delays" for periods up to 30 minutes". (See copy - attached, which I was able to obtain.)

The delay which I experienced was from 3:00 PM to 3:55 PM, which is 55 minutes. This is much longer than the "up to 30 minutes" which the contractor is allowed.

Also, eastbound traffic was let thru after about 40 minutes; after the crane & other equipment was removed from the road and parked. Then the workers just stood around and bullshitted for another 15 minutes; doing nothing constructive; while well over 100 vehicles waited, and waited, and waited, and waited... in the westbound lane.

This incident demonstrated a total

STATE HWY ENGR
JAN 3 '85
REFER TO
FOR

WES
DIR

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Hwy. Division

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The delay which I experienced was from 3:00 PM to 3:55 PM, which is 55 minutes. This is much longer than the "up to 30 minutes" which the contractor is allowed.

Also, eastbound traffic was let thru after about 40 minutes; after the crane & other equipment was removed from the road and parked. Then the workers just stood around and bullshitted for another 15 minutes; doing nothing constructive; while well over 100 vehicles waited, and waited, and waited, and waited… in the westbound lane.

This incident demonstrated a total disregard for all of us; many of whom were trying to get to Mill City or Stayton; and get back home again

OVER

OMI
Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END
OF
RETAKE

before the road got too icy & snowy. It was snowing hard during the delay, and road conditions were getting worse; so we were quite concerned about being able to get back to Detroit before the road got too bad.

As responsible taxpayers, we would like to be assured that the State HWY Engineers are enforcing the contract requirements, and will not allow any more excessive delays.

Sincerely,

R. John Feely
P.O. BOX 587
Detroit, Or 97342

FOR
REFER TO

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As responsible taxpayers, we would like to be assured that the State HWY Engineers are enforcing the contract requirements, and will not allow any more excessive delays.

Sincerely,

R. John Feely
P.O. BOX 587
Detroit, Or. 97342

RECEIVED
STATE HWY ENGR
JAN [illegible]
REFER TO
FOR

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
3400 Spicer Road, Albany, Oregon 97321

In Reply Refer to
File No.:

October 29, 1984

U.S.F.S. Detroit Ranger Station
P.O. Box 320
Mill City, Oregon 97360

Attn: Ray Henderson

Subject: Traffic Delays on Highway 22 at Detroit Dam

The Oregon State Highway Division has let a contract to reduce the rockfall hazard in the area around Detroit Dam. Every effort will be made to minimize delays to traffic, but safety considerations dictate that traffic must be stopped in both directions during certain phases of the work.

Work will begin in early November and it is anticipated that traffic will be stopped for periods up to 30 minutes at a time. These delays will occur frequently between 8:00 AM and 5:00 PM Monday through Thursday and from 8:00 AM until noon on Fridays. This work will continue for three to four weeks.

If you have any questions, please call our office at 967-2020 (Albany).

Sincerely,

J.M. Martin
Project Manager

Form 734-3122

9411

t

October 22, 1984

Auburn Construction Company
P. O. Box 676
Wilsonville, OR 97070

CON 5
#9888

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9888 for work on the Mayflower Creek-Detroit Dam Section of the North Santiam Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
D. O. Christensen
Jack Martin

Enclosure
cc: United Pacific Insurance Company
825 N. E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Company
Bond Department
33405 - Eighth Avenue So. C-3000
Federal Way, WA 98003

September 21, 1984

Oregon State Highway Division
Transportation Building, Roon 121
Salem, Oregon 97310

RE: Mayflower Creek Detroit Dam

Gentlemen,

It is our intent to use Dirt & Aggregate Interchange, Inc. to fulfill the minority Requirements on this job. We will be subcontracting the guardrail.

Very Truly Yours,

Thomas W. Berning

Auburn Construction Co.
Thomas W. Berning

Item 22	$38598.50
23	1950.00
24	840.00
25	2520.00
26	240.00
27	1200.00
7 (Partial)	11000.00
Total Contract	$56348.00

RECEIVED
SEP [illegible] 84
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc John Widmer

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

August 21, 1984
IN REPLY REFER TO
HFO.2-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

NOTED
E. S HUNTER

Oregon Project F-47(22)
Mayflower Creek - Detroit Dam Section
North Santiam Highway
Marion County

Mr. D. R. Adams' August 3, 1984 letter proposes to salvage approximately 130 concrete posts from 1,540 feet of existing guardrail that will be removed and replaced on this project. The posts are an obsolete design and are assumed to have no salvage value. Some State agencies have, however, found various uses for these concrete posts.

We concur that it is in the public interest to salvage and stockpile these posts at the Detroit Lake State Park located approximately 5.6 miles east of the easterly end of this project.

Sincerely yours,

CH Christianson
for
Dale E. Wilken
Division Administrator

cc:
OSHD (D R Adams)
OSHD (G Potter)

RECEIVED
STAT HWY ENGR
AUG 23 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy
Wallace

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

In Reply Refer to
File No.: DES

August 3, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Attention: Glen Hossner

FROM: J. H. Versteeg
Road Design Engineer

By: Donald R. Adams
Final Design Engineer

SUBJECT: Mayflower Creek - Detroit Dam Sec.
North Santiam Highway
Marion County

It is proposed to replace existing guard rail on this project. Approximately 1540 feet of this existing guard rail is on concrete posts which are obsolete by current standards. There are about 130 of these concrete posts.

Some state agencies are still finding various uses for these concrete posts. We believe it is in the public interest to salvage this material and make it available for use by the state.

We propose to specify the posts be salvaged and stockpiled at Detroit Lake State Park at M.P. 48.6. This site is about 5.6 miles east of the easterly end of the project. The concrete posts are assumed to have no salvage value since they are an obsolete design.

We solicit your concurrence that it is in the public interest for the state to acquire this material. Previous approval to salvage concrete posts in this manner was received from you in a letter dated April 25, 1983 relative to the Linn Co. Line - Suttle Lake Section Project.

This project is presently on the September 13, 1984 contract letting schedule.

cc: H.S. Coulter
E. S. Hunter
Gary Potter
Frank Terpin
S. H. Macnab
D. O. Christianson
K. J. Dayton

RECEIVED
STATE HWY ENGR
AUG 6 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-47(22)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40145

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 17 '84
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE 8-15-84

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Secondary 162

10. GENERAL LOCATION:
Mayflower Creek - Detroit Dam Section

11. GENERAL DESCRIPTION OF WORK
Slope Scaling, Protection Mat and Paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 8-14-84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 8-10-84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $617,749 Federal Funds $554,545.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 8/16/84

15. SIGNATURE OF APPROVING OFFICIAL D. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-78)
PREVIOUS EDITIONS MAY BE USED

Orig to Program Section — Cabnt
8-17 84

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

7-1-

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On June 11, 1984, approved a personal service contract with C. O. Brawner Engineering Ltd., to conduct a stability analysis for eight locations on the Mayflower Creek-Detroit Dam Project in Marion County. Cost not to exceed $2,700. Begin June 26, 1984, and end July 6, 1984.

MISC. CONTRACTS and
AGREEMENTS No. 218

2) On June 28, 1984, approved an addendum to a personal service contract with Gossard-Pyron Associates for team building training for employees. Addendum extends time period to December 31, 1984.

3) On July 10, 1984, approved the annual program for grooming of snowmobile trails with Oregon State Snowmobile Association for the period July 1, 1984, through June 30, 1985. (Approved by C. O. Fredrickson for State Highway Engineer.)

4) On June 12, 1984, approved Contract No. 57B307R with State of California Department of Transportation to inspect and test highway materials at locations in the State of Oregon as requested by the California Transportation Laboratory. Contract period: July 1, 1984, and will expire June 30, 1985. Cost not to exceed $5,000.

Dated this 19 day of July, 1984

H S Coulter

H. S. Coulter, State Highway Engineer

7-17-84

RES

STATE OF OREGON

INTEROFFICE MEMO

TO: Duane O. Christensen
Region Engineer

DATE: June 12, 1984

FROM: Gordon
Gordon Beecroft
Research Engineer

SUBJECT: Experimental Features Project
"Rockfall Abatement"

Attached is a letter from the FHWA approving the work plan for the evaluation of the experimental rockfall abatement on the Mayflower Creek to Detroit Dam project. It is important that those involved with the project are aware the wire mesh catch fence is an experimental feature and requires evaluation during and following construction. The addendum referred to in the FHWA letter requires a construction report be submitted immediately after construction is completed. The purpose is to document construction details and report on any problems encountered during construction. A final report on performance is due two years after construction is completed.

The work plan says inspection and reporting of all phases of the experimental work will be done by or under the supervision of the geotechnical engineer and the region geologist. We have had difficulty with the documentation and reporting on several past experimental features projects. After the work plans were approved, their requirements were sometimes overlooked. Since Federal approval of the project is contingent on the evaluation and reporting, please keep track of our commitment.

A copy of the work plan is attached.

GB:dp
Enc.

cc: R. N. Bothman
J. H. Versteeg w/att
Ed Johnsen w/att
William Fretwell w/att

RECEIVED
STATE HWY ENGR
JUN 13 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

R. N. BOTHMAN

RECEIVED
ASST STATE HWY ENGR
JUN 13 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

25-1387

G888

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

May 29, 1984

IN REPLY REFER TO
HPR.1-OR/430.2

NOTE
H. S. COULTER

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Experimental Features Project F-47(19)
Rockfall Abatement

The work plan with addendum for the subject experimental feature submitted by Assistant State Highway Engineer Bothman's May 18 letter is approved. Our Division Office contact person is Mr. William H. Kappus, telephone 399-5749.

Sincerely yours,

John T. Price
for Dale E. Wilken
Division Administrator

cc:
OSHD (Mr. Gary Potter, Pgm Mgmt)
OSHD (Mr. C. Laux, Pgm Mgmt)

cc w/FHWA-1461 and 3 cys Work Plan:
Wash DC (HHO-40)

cc w/FHWA-1461 and Work Plan:
Region (HPP-010.6)

RECEIVED
STATE HWY ENGR
MAY 31 '84
REFER TO Bothman
FOR

Info	Invest	R/D	D/R	Sign	Act	File

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

May 18, 1984

J. H. Versteeg
Road Design Engineer

File 53897
Mayflower Creek-Detroit Dam Section
North Santiam Highway
Marion County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

DATE: May 18, 1984 RES

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Experimental Features Project
Rockfall Abatement

Enclosed are six copies of a work plan for a proposed experimental features project, "Mayflower Creek to Detroit Dam Rockfall Abatement", for your review and approval. The project includes scaling the loose rocks on the slopes, rock screen protection in two areas, a wire mesh catch fence on a third area and stabilizing particularly hazardous rocks with rock bolts. The experimental feature of the project will be the wire mesh catch fence which differs from rockfall protection previously constructed in Oregon. The ease of construction, durability, and performance of the fence will be evaluated under the work plan.

Typical sections and typical construction details are attached to the work plan. The experimental wire mesh catch fence will be evaluated during construction and for at least two years after construction. Costs for inspection, evaluation and report preparation are estimated at $9,200.

We request your approval for this experimental features project. The Schedule of Contract Lettings lists the project for July 26, 1984.

Enc.

cc w/enc: H. S. Coulter
J. H. Versteeg
Gordon Beecroft
William Fretwell

GB:dp:lks

EXPERIMENTAL FEATURES PROJECT

MAYFLOWER CREEK TO DETROIT DAM ROCK FALL ABATEMENT

WORK PLAN

Purpose

To monitor the construction and performance of a modified wire mesh catch fence on a rock slope.

Justification

Numerous rock slopes along the highways in the State of Oregon are at a point where they are dangerous to the traveling public. The spring freezing and thawing cycles and moisture loosen boulders which then come rolling or bouncing onto the highway. The boulders are a real problem for maintenance since the ditches are inadequate to absorb the energy that the rocks generate. In some cases widening the ditch can solve the problem but where the back slopes exceeds 50 feet, it is not economically feasible. In those kind of areas the State has in the past used chain link fence draped over the slopes and catch fences at the bottom of a high slope. Both types of slope protection are possible if the site is accessible and the slope uniform. The experimental features project, the wire mesh catch fence, is located on a site where access is limited and on a slope that is non-uniform.

Background

The proposed experimental features project is located on the North Santiam Highway between Mayflower Creek and the Detroit Dam, approximately 40 miles east of Salem. The project includes: Scaling the loose rocks on the slopes; rock screen protection in two areas; a wire mesh catch fence on a third area; and stabilizing particularly hazardous rocks with rock bolts.

The rock bolting analysis will be conducted by a private consulting firm hired by the State. The expertise offered by the consultant will better identify the design parameters and their analysis could serve as a guide in future rock bolting programs.

The State has had excellent success with catch fences and slope screening. Two projects on which fences have been used are the Nelson Point Interchange to Spray Creek, (Burnt River Canyon in Eastern Oregon), on I-84 and on Mt. Nebo outside Roseburg on I-5. Maintenance has not had any problems with the fences and they have stopped rocks from disrupting traffic. The screen protection was used on Windy Point on the North Santiam Highway. The screen consists of heavy-duty chain link fence draped over the slope and anchored by cables at the top. All three sites were accessible during construction.

On the Mayflower project, two types of rock protection will be used; a wire mesh catch fence and a wire mesh pinned and anchored at the top and draped down the slope. The wire mesh catch fence consists of an impact section and a screened section. The impact section catches rocks rolling downslope and channels them through the screened section into the ditch. Maintenance problems would have developed had a conventional screen been employed, due to the broken backslopes. The wire mesh was chosen over chainlink because of its lower unit cost and the triple twist between members. The triple twist reduces the ravelling associated with chainlink and increases the strength and durability of the mesh.

The wire mesh anchored and pinned at the top and draped downslope was chosen for two areas. The anchoring system, similar to that used by the State of Washington, consists of rebar anchored into the soil or rock with the wire rope attached and wire mesh pinned to the wire rope. The wire mesh is draped down the slope and attached by another cable at the bottom three feet above the ditch. The lower cable allows maintenance to lift the mesh and cleanout behind the screen.

Experimental Factors

To monitor the performance of the wire mesh catch fence, two items will be investigated.

The first item to be reviewed will be the ease of construction of the fence. The experimental features of the fence include the use of triple twist wiremesh, the rockbolt fence posts, and the length of the wire mesh draped from the wire rope. The constructability will be assessed on a good-fair-poor rating as compared to the conventional anchoring scheme.

The second item to be considered is the durability and performance of the wire mesh catch fence. These items will also be assessed on a good-fair-poor rating. The durability will be judged on the catch fences' ability to withstand the climate (as it effects the corrosion of the mesh) and resist the impact of large rocks. The mesh to be used on the project is a No. 11 gauge wire with .8 oz galvanizing per square foot. With the lower unit cost for the mesh, it is important that it can resist impacts and withstand the weather in order for continued use in catch fences.

The performance of the catch fence will be judged in its capability of stopping rocks and reducing the annual maintenance cost of patrolling and cleanup after rock falls.

Inspection and Reporting

Construction - Visual inspection will be done to assess the constructability of the fence.

Post Construction - Field inspections will be carried out periodically during the first few years after construction.

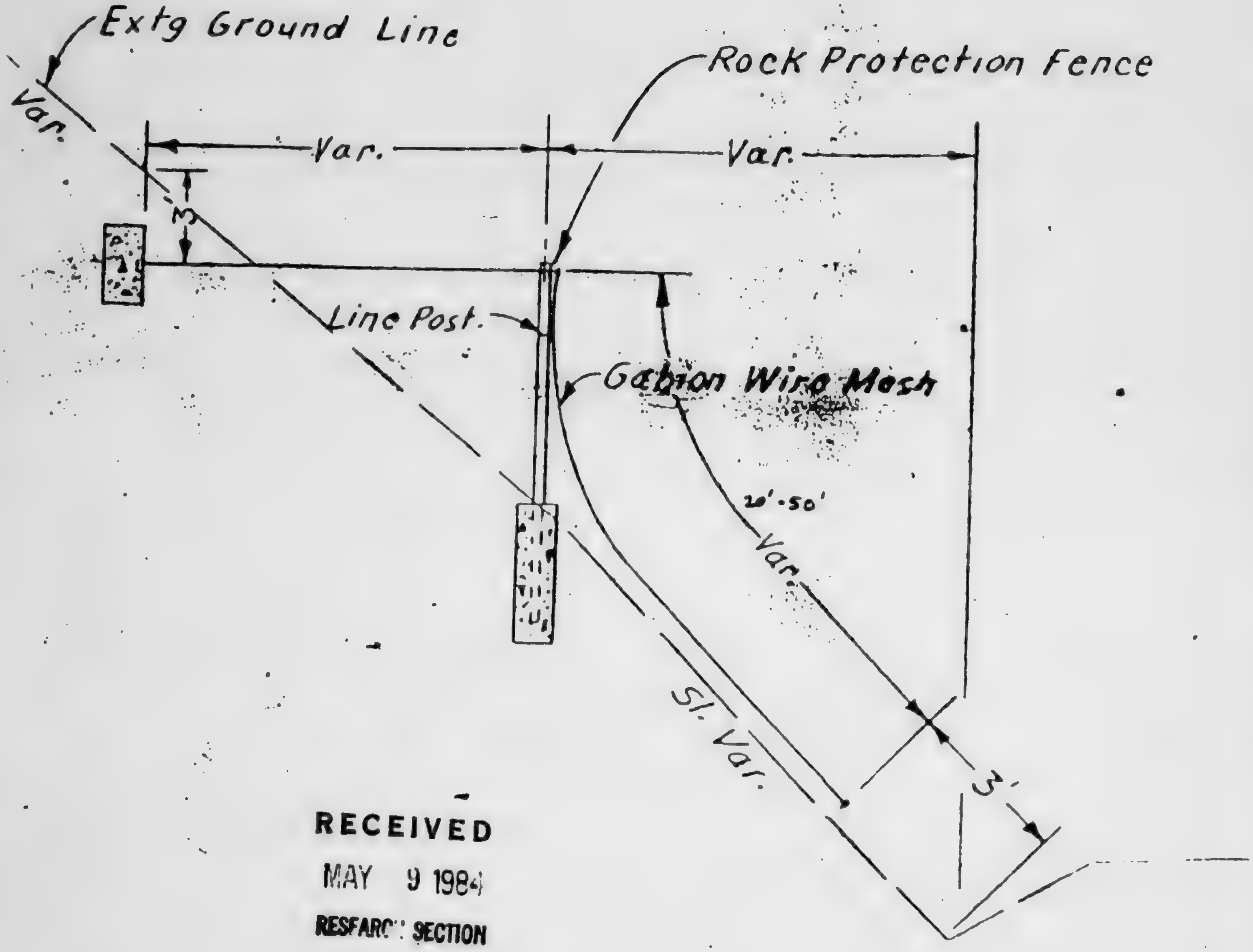
Inspection and reporting of all phases of the experimental work will be done by or under the supervision of the Geotechnical Engineer and the Regional Geologist. A final report providing a summary of the performance inspections will be submitted two years after the construction is completed.

COST ESTIMATE

CONSTRUCTION - Inspection and Reporting	
100 Hrs. - Highway Engineer 1 @ $16.77/hr	$1,677.00
120 Hrs. - Geologist 2 @ $19.43/hr.	2,330.40
20 Hrs. - Highway Engineer 6 @ $26.03/hr	520.60
Misc. (Typing, Travel, etc.)	1,200.00
POST CONSTRUCTION - Inspection and Reporting	
20 Hrs. - Highway Engineer 1 @ $16.77/hr	335.40
60 Hrs. - Geologist 2 @ $19.43/hr	1,165.80
8 Hrs. - Highway Engineer 6 @ $26.03/hr	208.24
Misc. (final report, travel, etc.)	1,800.00
TOTAL COST	$9,237.44

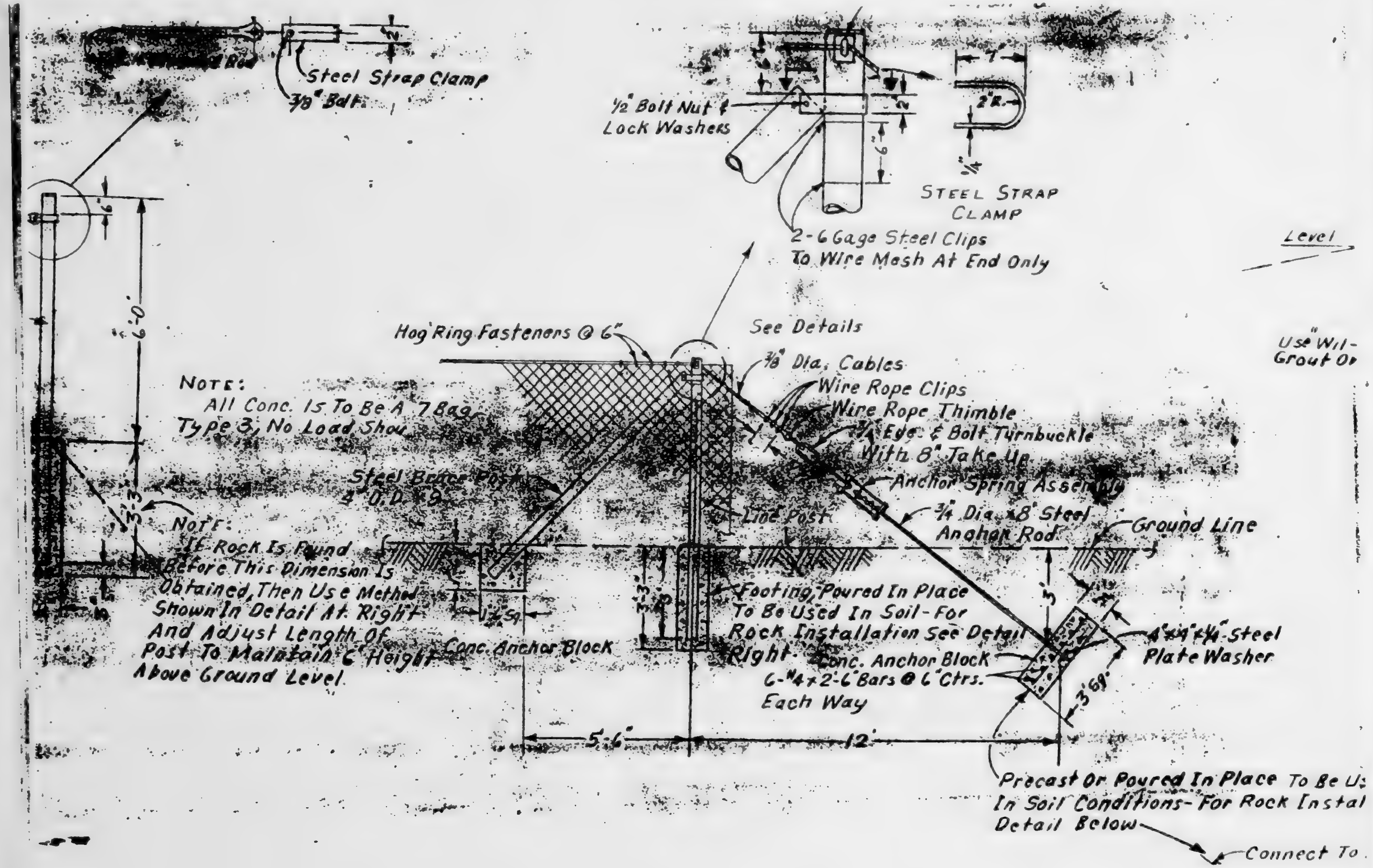
cc: Ted Litchfield
Gordon Beecroft
R. P. Fidler
Final Design

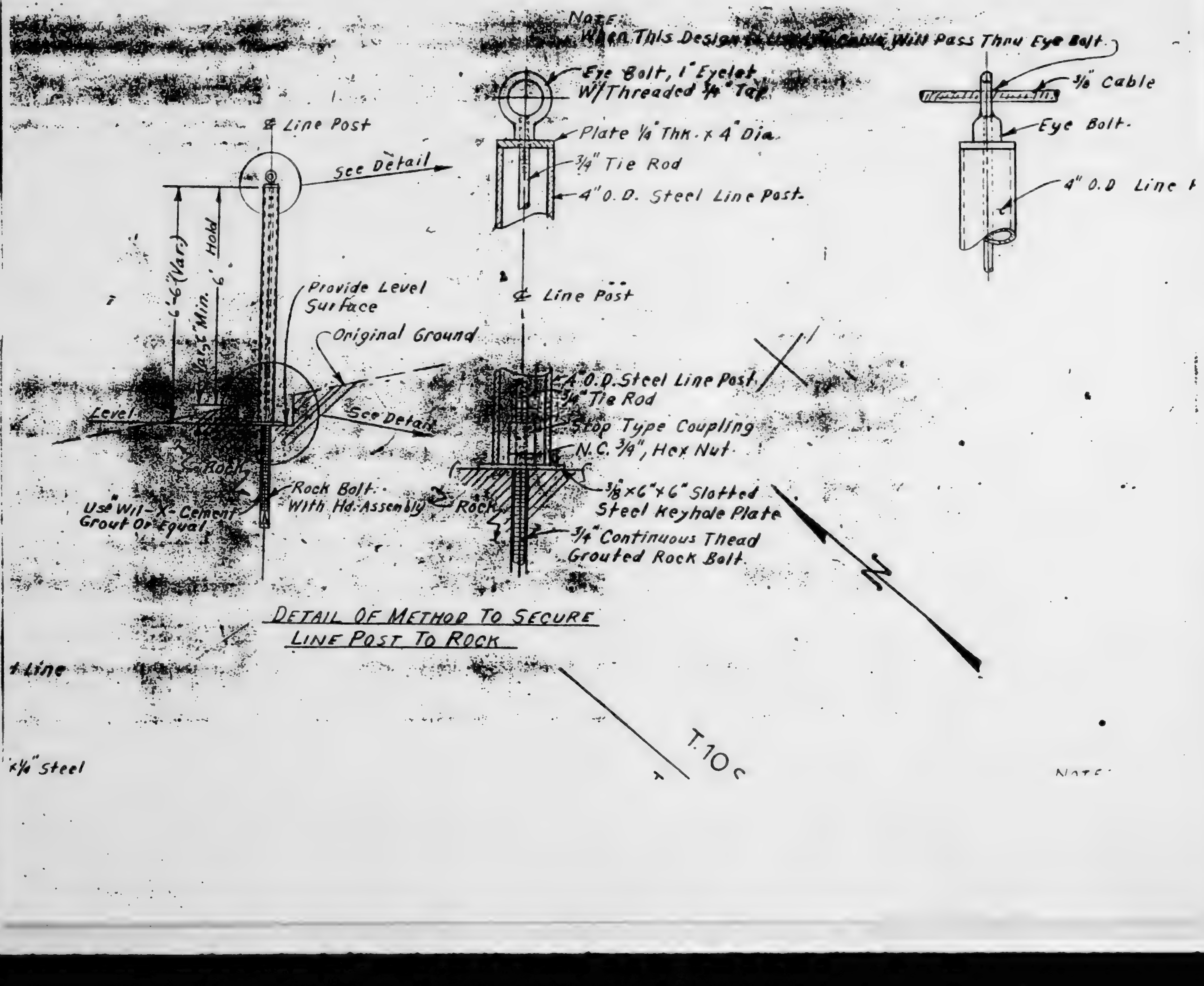
MAYFLOWER Cr. - DETROIT DAM


Extg Ground Line
Var.
Rock Protection Fence
Var.
Var.
3'
Line Post
Gabion Wire Mesh
20'-50'
Var.
Sl. Var.
3'

RECEIVED
MAY 9 1984
RESEARCH SECTION

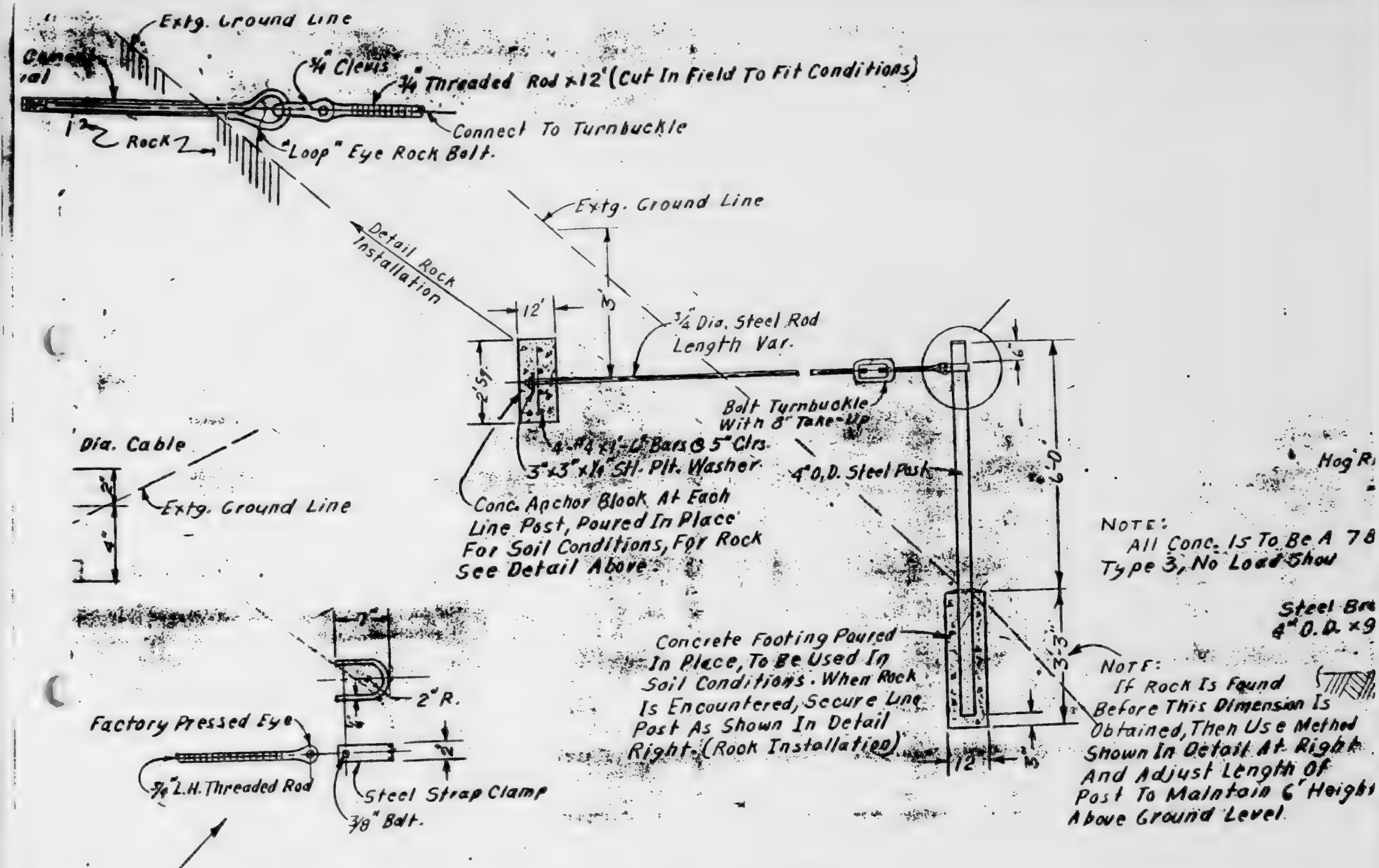
TYPICAL SECTION B-B
WITH ROCK PROTECTION FENCE


Rod
Steel Strap Clamp
3/8" Bolt
1/2 Bolt Nut & Lock Washers
STEEL STRAP CLAMP
2-6 Gage Steel Clips To Wire Mesh At End Only
Level
6"
6'-0"
3'-3"
See Details
Hog Ring Fasteners @ 6"
3/8" Dia. Cables
Wire Rope Clips
Wire Rope Thimble
3/4 Eye & Bolt Turnbuckle With 8" Take Up
Anchor Spring Assembly
3/4 Dia. x 8' Steel Anchor Rod
Ground Line
Use "Wil-Grout Or
NOTE:
All Conc. Is To Be A 7 Bag Type 3, No Load Show
Steel Brace Post 4" O.D. x 9'
Line Post
NOTE:
If Rock Is Found Before This Dimension Is Obtained, Then Use Method Shown In Detail At Right And Adjust Length Of Post To Maintain 6' Height Above Ground Level.
12" Sq.
Conc. Anchor Block
3'-3"
Footing, Poured In Place To Be Used In Soil - For Rock Installation See Detail Right.
Conc. Anchor Block
6-#4 x 2'-6" Bars @ 6" Ctrs. Each Way
4"x4"x1/4" Steel Plate Washer
3'
3'Sq.
5'-6"
12'
Precast Or Poured In Place To Be U: In Soil Conditions - For Rock Instal Detail Below
Connect To



DETAIL OF METHOD TO SECURE LINE POST TO ROCK

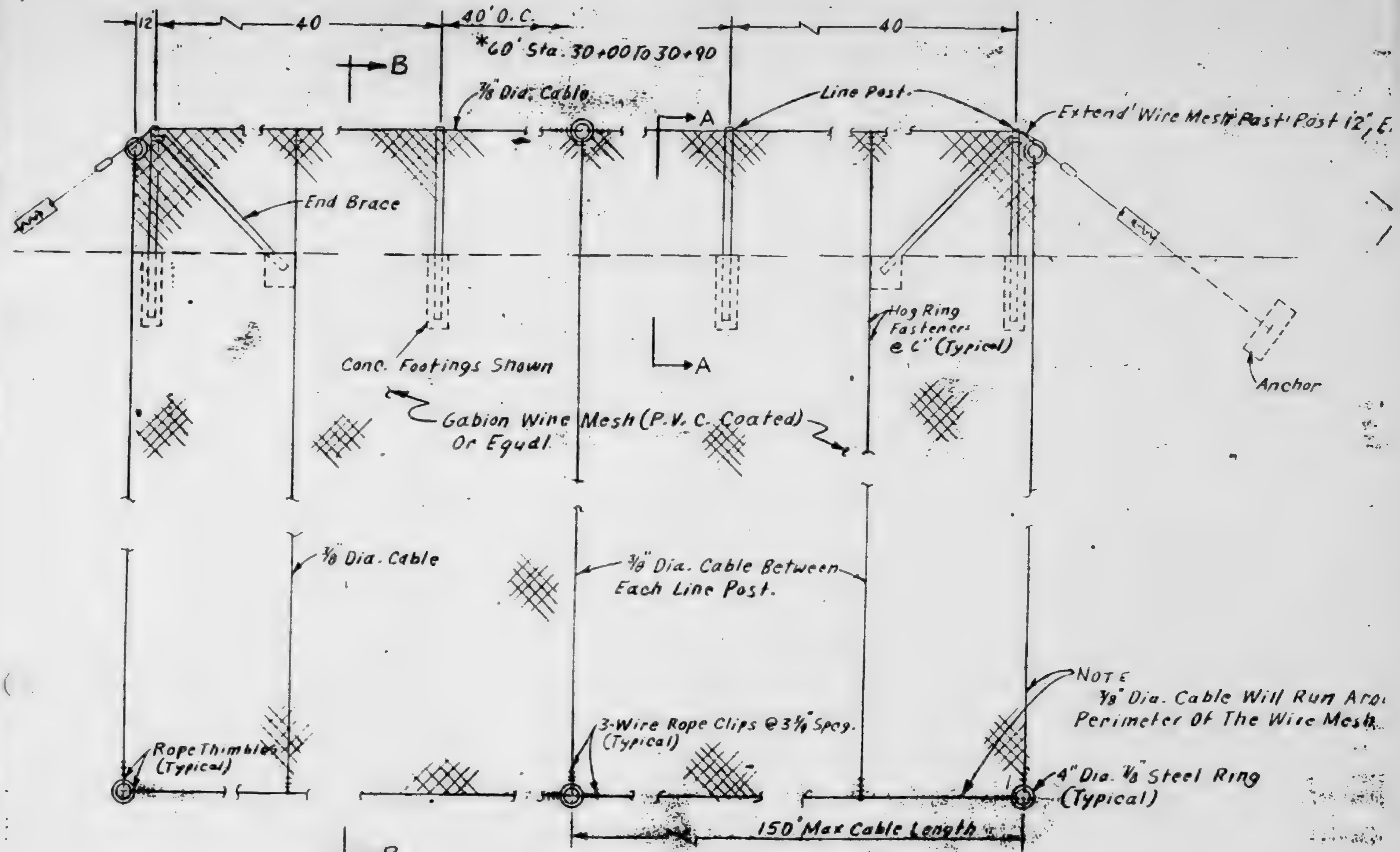
NOTE:
When This Design [illegible] Cable Will Pass Thru Eye Bolt.
Eye Bolt, 1" Eyelet W/Threaded 3/4" Tap
Plate 1/4" Thk. x 4" Dia.
3/4" Tie Rod
4" O.D. Steel Line Post.
3/8" Cable
Eye Bolt.
4" O.D Line
℄ Line Post
See Detail
6'-6" (Var.)
Var. 6" Min.
6' Hold
Provide Level Surface
Original Ground
Level
See Detail
Rock
Rock Bolt With Hd. Assembly
Use Wil-X-Cement Grout Or Equal
℄ Line Post
4" O.D. Steel Line Post
3/4" Tie Rod
Stop Type Coupling
N.C. 3/4", Hex Nut
3/8"x6"x6" Slotted Steel Keyhole Plate
Rock
3/4" Continuous Thead Grouted Rock Bolt.
N
Line
x1/4" Steel
T.10c
NOTE


Extg. Ground Line
¾" Clevis
¾" Threaded Rod x 12' (Cut In Field To Fit Conditions)
Connect To Turnbuckle
"Loop" Eye Rock Bolt.
Rock
1'
Extg. Ground Line
Detail Rock Installation
12'
3'
¾" Dia. Steel Rod Length Var.
2'5"
Bolt Turnbuckle With 8" Take-Up
4-#4 x 1'-6" Bars @ 5" Ctrs.
3" x 3" x ¼" Stl. Plt. Washer
4" O.D. Steel Post
Conc. Anchor Block At Each Line Post, Poured In Place For Soil Conditions, For Rock See Detail Above.
Dia. Cable
Extg. Ground Line
6"
6'-0"
3'-3"
12"
3"
Hog R
Concrete Footing Poured In Place, To Be Used In Soil Conditions. When Rock Is Encountered, Secure Line Post As Shown In Detail Right. (Rock Installation)
7"
2" R.
Factory Pressed Eye
¾" L.H. Threaded Rod
Steel Strap Clamp
⅜" Bolt.
2"
Steel Br
4" O.D. x 9

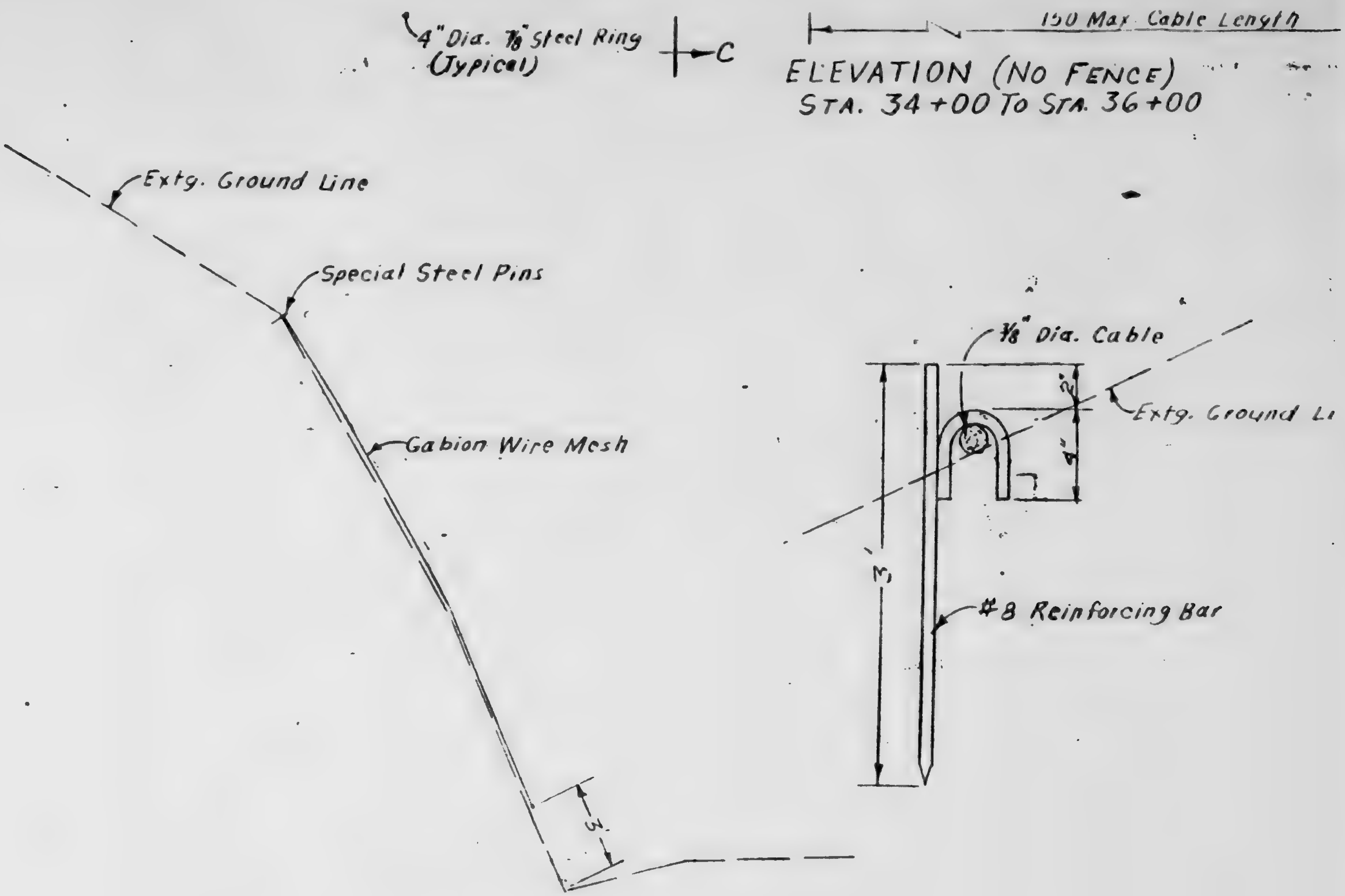
NOTE:
All Conc. Is To Be A 78
Type 3, No Load Show

NOTE:
If Rock Is Found Before This Dimension Is Obtained, Then Use Method Shown In Detail At Right And Adjust Length Of Post To Maintain 6' Height Above Ground Level.

SECTION A-A

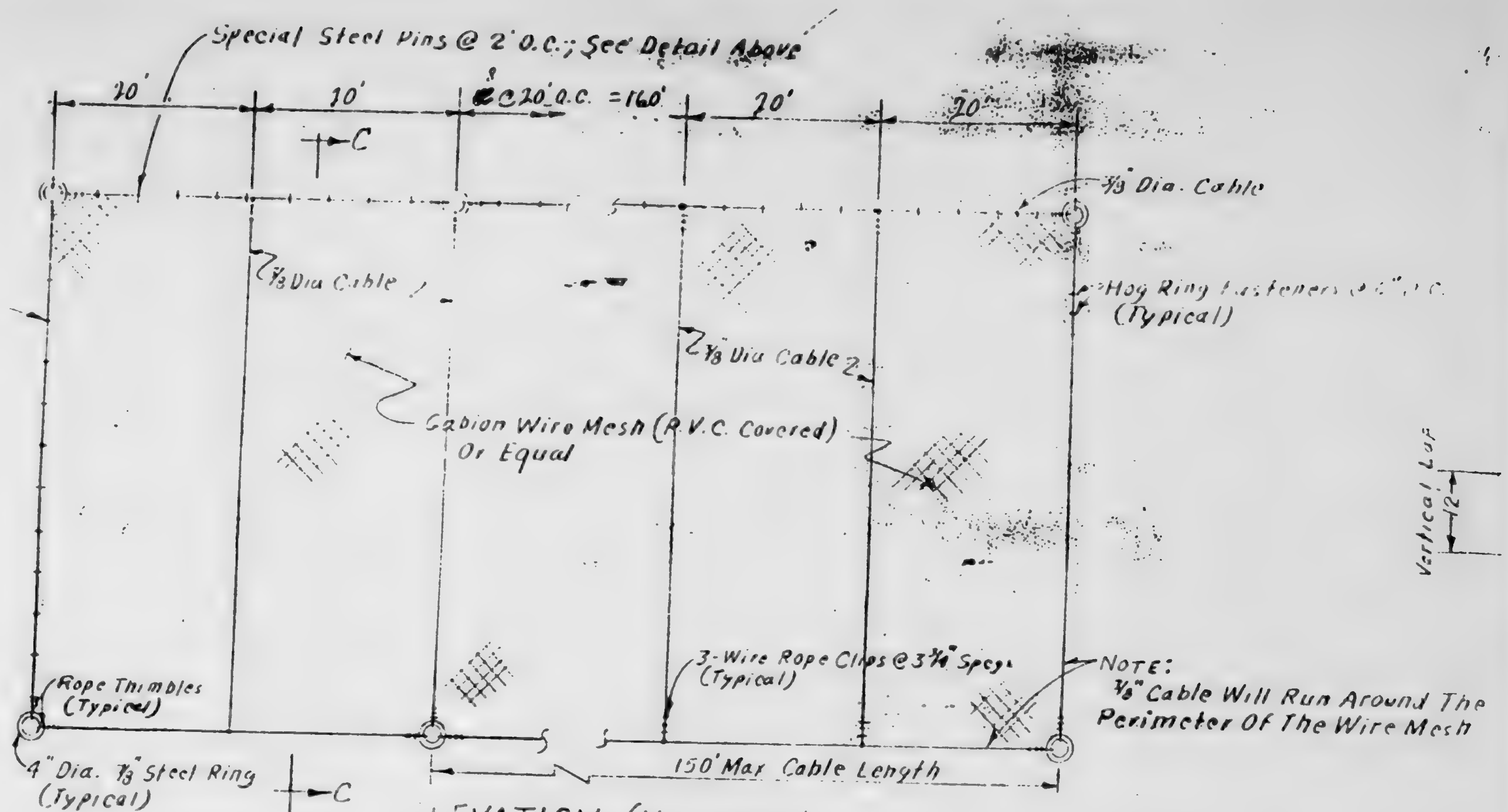

12
40
40' O.C.
*60' Sta. 30+00 To 30+90
40
B
B
A
A
3/8" Dia. Cable
Line Post.
Extend Wire Mesh Past Post 12", E
End Brace
Hog Ring Fasteners @ 6" (Typical)
Anchor
Conc. Footings Shown
Gabion Wire Mesh (P.V.C. Coated) Or Equal.
3/8 Dia. Cable
3/8" Dia. Cable Between Each Line Post.
NOTE
3/8" Dia. Cable Will Run Aro
Perimeter Of The Wire Mesh.
Rope Thimbles (Typical)
3-Wire Rope Clips @ 3 1/2" Spcg. (Typical)
4" Dia. 3/8" Steel Ring (Typical)
150' Max Cable Length

ELEVATION


150 Max. Cable Length
4" Dia. 7/8" Steel Ring (Typical)
C
Extg. Ground Line
Special Steel Pins
Gabion Wire Mesh
3'
7/8" Dia. Cable
2"
4"
Extg. Ground Li
3'
#8 Reinforcing Bar

ELEVATION (NO FENCE)
STA. 34+00 TO STA. 36+00

TYPICAL SECTION C-C
NO ROCK PROTECTION FENCE


Special Steel Pins @ 2' O.C.; See Detail Above
20'
10'
8 @ 20' O.C. = 160'
20'
20'
C
⅜" Dia. Cable
⅜" Dia Cable
⅜" Dia Cable
Hog Ring Fasteners @ 6" O.C.
(Typical)
Gabion Wire Mesh (P.V.C. Covered)
Or Equal
Vertical Lap
12"
Rope Thimbles
(Typical)
3-Wire Rope Clips @ 3¼" Spcg.
(Typical)
NOTE:
⅜" Cable Will Run Around The
Perimeter Of The Wire Mesh
4" Dia. ⅜" Steel Ring
(Typical)
C
150' Max Cable Length

ELEVATION (NO FENCE)
STA. 34+00 TO STA. 36+00

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

DATE: May 11, 1984

FROM: T. W. Litchfield
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Request to hire consultant for Rock Bolting

We are requesting permission to hire a consultant to design a rock-bolting plan prior to contracting the Mayflower Creek - Detroit Dam Rock Fall project on the North Santiam Highway.

The estimated cost of the analysis and design is $2,600.00. The expertise offered by the consultant will better identify the design parameters and their analysis could serve as a guide in future rock-bolting programs. Having the design prior to accepting bids will afford the contractors an opportunity to make more realistic bids, and will eliminate a bid item. It will also simplify the construction process for the project manager.

No delay in the July 26 letting date is anticipated. Jack Sollis of our Legal Department has advised us that the turn-around time for writing a personal services contract is two days.

NOTED
SCHWARTZ

TWL/WRF/cal

APPROVED
STATE HIGHWAY ENGINEER
Date 5/15/84

RECEIVED
STATE HWY ENGR
MAY 14 '84
REFER TO
FOR
Info | Imes | R/D | D/R | Sign | Act | File

[illegible] the [illegible]
[illegible]

81-128-1307

Contains Recycled Materials

9888

M

STATE OF OREGON **INTEROFFICE MEMO**

TO: Don Adams
Final Design

DATE: May 8, 1984

FROM: Pete Fidler
Region Location Supervisor

SUBJECT: Mayflower Creek & N. Santiam to Lava Meadows Rd.
N. Santiam Hwy.
Marion & Linn Counties.

I've enclosed a copy of a letter from the Detroit District Ranger giving U. S. Forest Service approval to proceed with the Mayflower Creek scaling and screening projects and the N. Santiam River to Lava Meadows Rd. widening project, with provisions they want included in the contract.

REFERRED TO
Mann .... Henry ....
Cuno .... Edwards ....
...... Erikson .... Anderson ....
...... King ...... Bedford ...... Leo ......
Return Discuss Do File Due ......
By FINAL DESIGN ENGINEER

......Versteeg ....
......Anderson ....
...1..Adams ....
......[illegible] ....
......Edwards ....
......Terpin ....
......Trout ....
......Wakerlig ....

6 Copy

RECEIVED
MAY 9 [illegible]
ROAD DESIGN
SECTION

Do not file
Return to ....
Bring Up ..../..../....
Action........

PF:eb
cc: File

81-125-1387

United States Department of Agriculture
Forest Service
Detroit Ranger District
Star Route, Box 320
Mill City, Oregon 97360

Reply To: 1560
Date: April 26, 1984

State Highway Dept.
ATTN: Pete Fidler
2960 E. State Street
Salem, Oregon 97310

Dear Pete:

In accordance with the Memorandum of Understanding the following projects (1) rock scaling on National Forest land in the NW 1/4 of Section 19, T.8S., R.5E and (2) widening of the road between mile points 75.5 and 76.8 are approved subject to the following:

1. Riprap material (if utilized) shall be 6+ inches.
2. Forest Service signs shall be relocated in accordance with specifications.
3. Protect Forest Service location poster (yellow tag on red painted stump).
4. Merchantable timber shall be bucked into log lengths acceptable by local mills and decked where designated by the Forest Service.
5. Slash shall be 100% piled and burned.
6. Waste material shall be hauled to approved sites.
7. State fire laws shall be adhered to.

I'm designating Ray Henderson as the Forest Service field representative for the aforementioned projects.

I've appreciated the cooperation your department and especially Tom Schute have shown to date.

Sincerely,

David F. Alexander
DAVID F. ALEXANDER
District Ranger

REGION LOCATION SUPERVISOR
RECEIVED
APR 30 1984
☑ SUPV. ☑ ASS'T ☐ O.M. ☐ CREW

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

PROGRAM SECTION
March 9, 1984

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

cc: FHWA
State Highway Engineer
Location Unit
Right of Way Sec.
Road Design Sec. (4)
Environmental Sec.
Bridge Section
Aeronautics Division
Federal Aid Group
D.O. Christensen, Reg. 2 En
R. A. Kuehn, Dist. 3 Engr.

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: NORTH SANTIAM HIGHWAY MAYFLOWER CR - DETROIT DAM MARION COUNTY

DATE: MARCH 6, 1984

The State ~~has~~ and Mid-Willamette Valley Council of Governments reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: ☐

This number should be used on all correspondence and particularly on SF-424.

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83

4221

rll

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-47(19)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Marion
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40145
6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/10/84
8. FEDERAL ROUTE NUMBER Primary 47
9. STATE ROUTE NUMBER Secondary 162
10. GENERAL LOCATION:
Mayflower Creek - Detroit Dam Section
11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
TEC $30,000
FF $26,445
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 2/3/84.

RECEIVED
STATE HWY ENGR
FEB 16 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	[illegible]

Orig. to
2/16

14. DATE 2/10/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: February 3, 1984

To: Executive Department
Federal-Aid Coordination Unit

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
40145	F-47(19)	Mayflower Cr.-Detroit Dam OR 840124-043-2

CL:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

9884

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: January 23, 1984

To: Executive Department
Federal-Aid Coordination Unit

Mid-Willamette Valley Council
of Governments
Attn: Clearinghouse Coordinator
400 Senator Bldg.
220 High St. NE
Salem, OR 97301

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
Section: Mayflower Cr.-Detroit Dam
Highway: N. Santiam
County: Marion

NOTED
H.S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be March 12, 1984.

JLG:bkb
Attachments
bc: D.E. Wilken, FHWA
✓H.S. Coulter
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 3 Engr.: R.A. Kuehn
Aeronautics Division
David Powers, Parks
J.L. Gaither

RECEIVED
STATE HWY ENGR
JAN 24 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP 80 97310	
04	12] CONTACT PERSON [45 Gary A. Potter	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6564
01	12] PROJECT TITLE [71 Mayflower Cr.-Detroit Dam Sec.			
11	12] PROJECT LOCATION—CITY N. Santiam Highway ORE 22	PROJECT LOCATION—COUNTY Marion	PROJECT LOCATION [79 SEC: T: R:	

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] Improve Highway safety requiring scale existing rock slopes [71

07 12] adjacent to Highway and place wire mesh to contain future rockfall [71

08 12] (See attached Part 3 of Project Prospectus and Location Map). [71

09 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	687,600		92,400			780,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 1-23-84

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 March 43] DAY [44 12 45] YEAR [46 1984

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 1-23-84*

VI. If project includes state funds (12C), identify agency OSHD

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, categorical exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
MAYFLOWER CREEK - DETROIT DAM

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

This project will require 1.8 acres of right-of-way from three public ownerships: Marion County, Oregon State Forestry and U.S. Forest Service. The right-of-way consists of a high rock face which has been severely weathered.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The subject property is solid rock, in a forest land zone.

No apparent adverse impacts would result on existing land use.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Weathering and erosion of the rock face has caused a continuous rock-fall problem endangering passing motorists. This project will scale the rock face and dislodge all loose rocks, then place a wire mesh (screen) over the rock face to contain future rockfall. Safety would be enhanced and maintenance reduced.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Part of the project is opposite the Detroit Dam. Construction activities will not affect the dam's operation.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No apparent impacts.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

There are high voltage transmission lines above the project area. They should not be affected during the construction activities.

RECOMMENDED PROJECT CLASSIFICATION

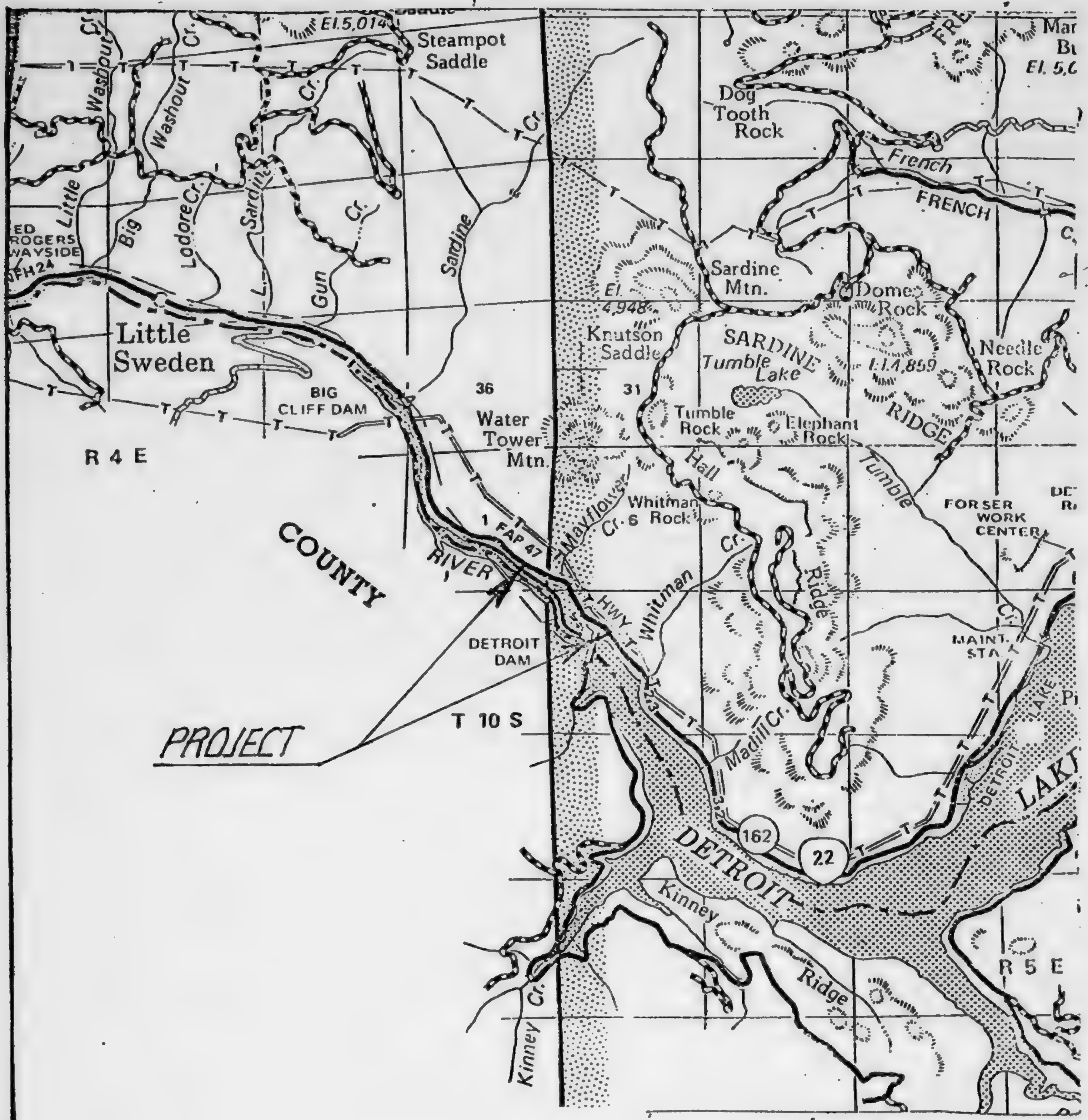
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The required right-of-way is minor and impacts are not significant.

OTHER DOCUMENTATION

Easement or permit from Forest Service

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Shultz	378-2626	


El. 5,014
Steampot Saddle
Washout Cr.
Little Washout Cr.
Big Washout
Lodore Cr.
Sardine Cr.
Gun Cr.
Sardine
L.
Cr.
Cr.
ED ROGERS WAYSIDE
FH 24
Little Sweden
BIG CLIFF DAM
R 4 E
COUNTY
RIVER
FAP 47
HWY
DETROIT DAM
PROJECT
T 10 S
36
31
Water Tower Mtn.
Mayflower Cr.
Whitman Rock
Whitman Cr.
Dog Tooth Rock
French
FRENCH
Sardine Mtn.
El. 4,948
Knutson Saddle
Dome Rock
SARDINE RIDGE
Tumble Lake
El. 4,899
Needle Rock
Tumble Rock
Elephant Rock
Hall
Tumble
Ridge
Madill Cr.
FOR SER WORK CENTER
MAINT. STA.
162
22
DETROIT
LAKE
DETROIT LAKE
Kinney
Ridge
Kinney Cr.
R 5 E
El. 5,0
122° 15'
122° 50'

PROSPECTUS MAP

MAYFLOWER CR.- DETROIT DAM

NORTH SANTIAM HIGHWAY
MARION CO.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

January 12, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Mayflower Creek - Detroit Dam
North Santiam Highway
Marion County
F-47(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

for
Campbell M. Gilmour, Manager
Environmental Section

[illegible]

for Division Administrator 1/23/84
Date

CMG:lm

Attachments (4)

ENVIRONMENTAL SECTION
January 24, 1984

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
D. O. Christiansen
Mike Shultz
William Fretwell
Richard Kuehn

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: MAYFLOWER CREEK - DETROIT DAM

REGION: 2

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☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

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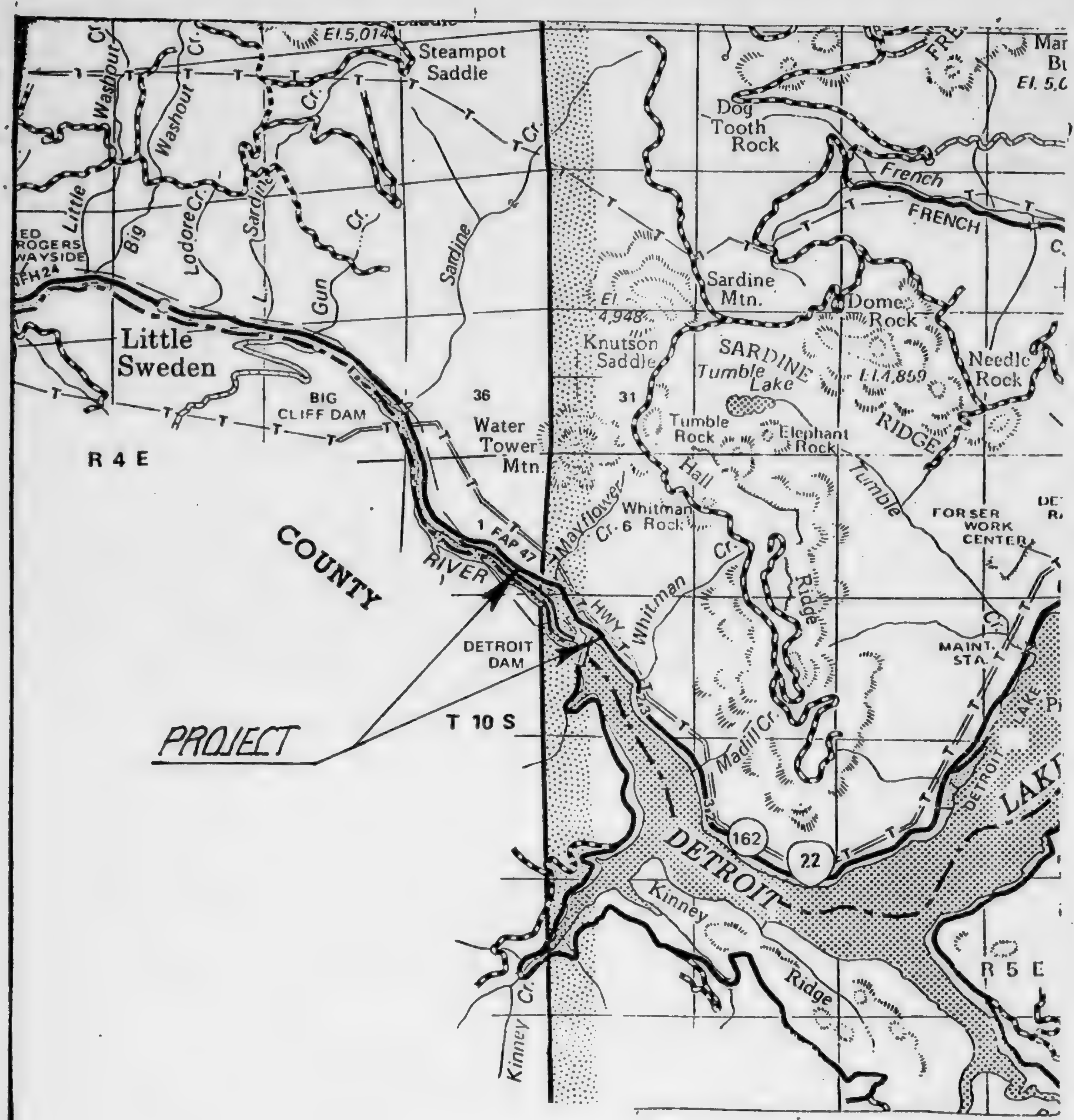
OTHER DOCUMENTATION

Easement or permit from Forest Service

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Shultz	378-2626	January 23, 1984

734-1913 (7-82)


El.5,014
Steampot Saddle
Little Washout Cr.
Big Washout Cr.
Lodore Cr.
Sardine Cr.
L. Sardine
Gun Cr.
Sardine
ED ROGERS WAYSIDE
FH 24
Little Sweden
BIG CLIFF DAM
R 4 E
36
Water Tower Mtn.
COUNTY
RIVER
FAP 47
HWY
DETROIT DAM
PROJECT
T 10 S
Mayflower Cr.
Whitman Rock
Whitman Cr.
Knutson Saddle
El. 4,948
31
Sardine Mtn.
Dog Tooth Rock
French Cr.
FRENCH
Dome Rock
SARDINE RIDGE
Tumble Lake
El. 4,859
Needle Rock
Tumble Rock
Elephant Rock
Hall Ridge
Tumble Cr.
FORSER WORK CENTER
MAINT. STA.
Madill Cr.
162
22
DETROIT LAKE
Kinney Ridge
Kinney Cr.
R 5 E
122° 15'
122° 50'

PROSPECTUS MAP

MAYFLOWER CR.- DETROIT DAM

NORTH SANTIAM HIGHWAY
MARION CO.

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Marion Co

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02100

SECTION Mayflower Creek - Detroit Dam

REGION 2

SURVEY AUTHORITY Hwy # 162

AUTHORIZATION NO. 1

PREFIX 124-1902

DATE 12-16-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 15,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		250
905 FINAL DESIGN		4,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		250
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		500
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		250	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		250	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 30,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for scaling and rock screen slope protection. Survey will include retracement of right-of-way centerline.

1 Versteeg ✓
Anderson
Adams
Macnab
2 ~~Stoddemeyer~~ Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
FEB 16 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

ON Prelim HD

PREPARED BY Don Thurston	DATE 12-16-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 1/26/84
RECOMMENDED, REGION ENGINEER X by	DATE 12-19-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2-10-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02100

SECTION Mayflower Creek - Detroit Dam	REGION 2

STATE HIGHWAY # 162	HIGHWAY NAME North Santiam	MILE POST FROM 42.0 TO 42.9	LENGTH 0.9 mi.
☐ URBAN ☑ RURAL	CITY	COUNTY Marion	ROAD/STREET NAME
ROUTE # OR 22	FEDERAL AID # 47	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 30.0
RIGHT OF WAY		$ 5.0
ROADWAY	$ 33.0	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 16.0	
Rock Screen	$ 483.0	
40% ENGINEERING & CONTINGENCIES	$ 213.0	
TOTAL CONSTRUCTION		$ 745.0
TOTAL ESTIMATE		$ 780.0

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
Rock Screen		✓
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	12

RIGHT OF WAY		
FILES	(#)	2
ACRES	(#)	1.8
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
RIGHT OF WAY ACQUISITIONS	(S,C,A)	S

CONSTRUCTION BY

☑ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE Federal Aid	RECOMMENDED PROGRAM YEAR F. Y. 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	
SIGNALS (#)	0	
BIKE PATH (Y/N)	on paved shldr.	same
AVERAGE DAILY TRAFFIC	2,500	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

The existing cut slopes above the highway are severely weathered rock and conglomerate. Erosion causes continuing rockfall onto the highway. Two areas are involved; one west and one east of Mayflower Cr. Some additional R/W may be required from Marion Co. and State Forestry. The remaining area is in Willamette National Forest.

PROPOSED SOLUTION

Scale slopes and place wire mesh to contain future rockfall. This project is listed in Region 2 Fiscal Year 1984 list on the Preliminary Six Year Highway Improvement Program.

REQUESTED, REGION ENGINEER X Phillip O.	DATE 12-19-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

SECTION Mayflower Creek - Detroit Dam	KEY ID # REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	S
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	O	OLD (#)	NEW (#)

RIGHT-OF-WAY						
ACQUISITIONS		RELOCATIONS				
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)			
2						
RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	Y	

UTILITIES (LIST BELOW)

COMPANIES
Continental Telephone Co. of N.W.
Bonneville Power Administration

DESIGN SPEED	DESIGN STANDARDS
50	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
on shldr	-	-	-	4	-	-	12	-	12	-	-	4	var	-	-	on shldr
PROPOSED								SAME								

PROPOSED

SUGGESTED BASE DESIGN

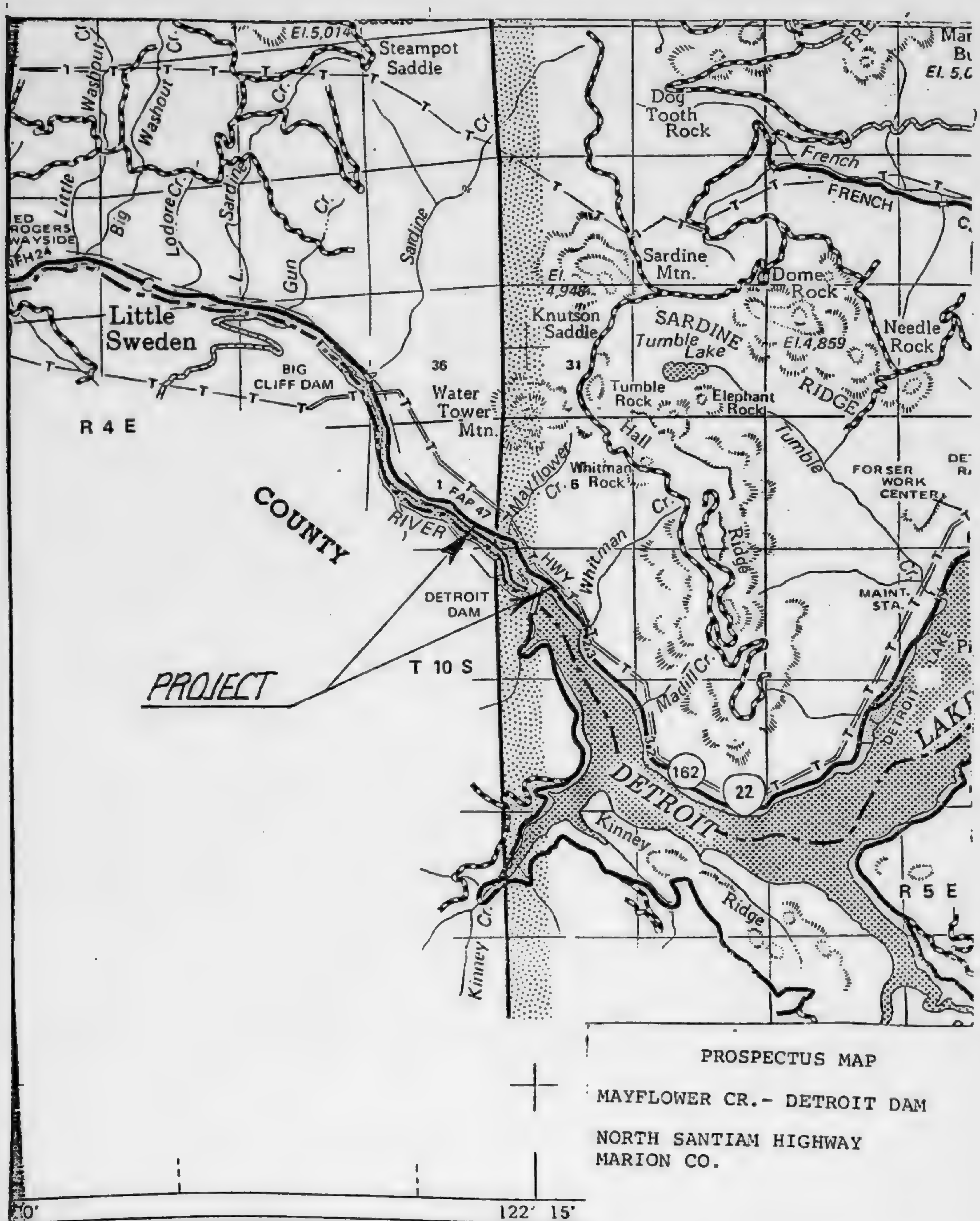
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "C" A.C.	-	1½" nom.	(work areas)		

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
[illegible]
Location Engineer
Date [illegible]

734-1912 (7-82)


El. 5,014
Steampot Saddle
Little Washout Cr.
Washout Cr.
Big Washout
Cr.
Dog Tooth Rock
French
FRENCH
ED ROGERS WAYSIDE
FH 24
Little
Big
Lodore Cr.
Sardine
L.
Sardine
Gun
Cr.
Sardine
El. 4,948
Sardine Mtn.
Dome Rock
Knutson Saddle
SARDINE
Tumble Lake
El. 4,859
Needle Rock
RIDGE
Little Sweden
BIG CLIFF DAM
36
31
Water Tower Mtn.
Tumble Rock
Elephant Rock
Hall
Tumble
R 4 E
COUNTY
Mayflower
Cr.
6
Whitman Rock
FORSER WORK CENTER
1 FAP 47
RIVER
Cr.
Whitman
Ridge
HWY
DETROIT DAM
MAINT. STA.
PROJECT
T 10 S
Madill Cr.
DETROIT LAKE
LAKE
162
22
DETROIT
Kinney
Kinney
Ridge
Cr.
R 5 E
122° 15'
122° 50'

PROSPECTUS MAP

MAYFLOWER CR.- DETROIT DAM

NORTH SANTIAM HIGHWAY
MARION CO.

1984 Powder R. (Beaver Creek Road) 9889
Br. Sec, County Rd. (Beaver Creek) S.
of Baker. (gr, surf, str.)

POSTING TAG

Refund to Boise County

X/P1N/3-29-85 P11 (N-11)

AGT
02

TRANS CODE	BI	CURRENT DOC. NO.	DOC. SUF.	DOC. DATE	VENDOR NO.	VEN. SUF.	EXPEND. ACCT.	SUBJOB	SPEC. D	ORG. UNIT
256		EC020288	01	020288	0000610016	00				

OBJECT DETAIL	DUE DATE	REVENUE SOURCE	AGY. SRC.	ACTIVITY	REFERENCE DOC NO.	REF. SUF.	MOD	INVOICE NO.

QUANTITY	AMOUNT	REV	CHECK NO.	SUBSIDIARY ACCT.
	1815.25			F0148701

REFERENCE CODE	MSA CODE	GL	RPI

VENDOR NAME

ADDRESS-1

ADDRESS-2

ADDRESS-3

CITY	STATE	ZIP CODE

PROGRAM	APPN. SYMBOL	FUND CODE	FUND DET	FNI SRC	CON TR	CNTY CODE	AGREEMENT NO.	AGR. SUF.
0202001001	202	002	01	0			F01487	01

Refund of advance deposit on BROS 100 (488)

Diane Galinda 2-2-88

PROGR[illegible] SEC[illegible]
MANAGER ______ [illegible]
FA UNIT ______ PROGRAM UNIT ______
FEB 0[illegible]
[illegible] ______
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

7221

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: January 15, 1988

COUNTY: Baker AGREEMENT NO: 7951 PROJECT NO: BROS-0100(4&8)

CONTRACT NO: 9889 SECTION: Powder R. (Beaver Cr. Rd.) Br.

PRELIMINARY ENGINEERING PREFIX 201-1975:

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 7,176.25	$
Final Design	4,054.97	
Location	696.11	
Program Section	96.32	
Administrative Services	18.18	
Environmental Section	73.69	
Foundation Investigation	3,419.46	
Free Bridge Design	8,475.05	
Free Specifications	1,354.38	
Surface Design	80.20	
Hydraulics	923.56	
Total P.E. Cost	$ 26,368.17	$ -0-
Less Free Br. Design & Specs.	(9,829.43)	-0-
Total P.E. Cost to County	$ 16,538.74	$ -0-

CONSTRUCTION PREFIX C201-1020 & C09889:

	PARTICIPATING	NON PARTICIPATING
Payment to Contractor	$ 120,233.59	$
Credit for Liquidated Damages	(300.00)	
Interest on Final Payment		26.31
Field Engineering	10,281.10	
Program Section	95.27	
Materials Section	1,816.45	
Technical Services	606.27	
Construction Section	29.94	
Region Office Charges	398.59	
Accounting	92.25	
Total Construction Cost to County	$ 133,253.46	$ 26.31

SUMMARY

Participating P.E. Cost	$ 16,538.74
Participating Const. Cost	133,253.46
Total Participating Cost	$ 149,792.20

FEDERAL FUNDS

P.E. (80%)	$ 13,230.99	
Const. (80%)	106,602.77	(119,833.76)
Subtotal		$ 29,958.44
Plus Non Participating County Cost		26.31
Less County's Advance Deposit:		
P.E. AD #83-101	$ 3,900.00	
Const. AD #84-95	27,900.00	(31,800.00)
REFUND DUE COUNTY		$ (1,815.25)

MKS:bkw

7229

PAGE 1

JOB COST SUMMARY RUN ON 01-13-88
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 01/08/88

EA	ACTIVITY	OBJ-DETAIL	CREW NUMBER	CURRENT MONTH	BALANCE TO DATE			
C09889			8056		126,988.11 ***			
C09889		199	0100		-.69			
C09889		300	0100		-462.08			
C09889		300	0523		~~1,350.00~~			
C09889		300	8056					
C09889		304	0523		~~-1,350.00~~			
C09889		349	8056		26.31			
C09889		555	0521		3.95			
ACTIVITY						126,555.60	SUBTOTAL	
C09889	010	001	0813		88.39			
C09889	010	001	0821		92.65			
ACTIVITY	010					181.04	SUBTOTAL	
C09889	900	001	5000		246.06			
ACTIVITY	900					246.06	SUBTOTAL	
C09889	901	001	7363		84.33			
C09889	901	504	7363		9.48			
ACTIVITY	901					93.81	SUBTOTAL	524.17
C09889	940	001	8221		64.13			
C09889	940	551	8056		31.00			
C09889	940	551	8214		112.00			
ACTIVITY	940					207.13	SUBTOTAL	
EA	C09889 TOTAL					127,283.64		

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

[illegible]

```
PAGE      1

                          JOB COST SUMMARY RUN ON  12-21-87
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 12/18/87

                                                 CREW   MSA         CURRENT          BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH              DATE
--          ------ -------- ---------- ------ -----        -------          ----------
C09889      000                555        0521                                        3.95
OBJ-DETAIL 555                                                                        3.95

ACTIVITY                                                                              3.95 SUBT

C09889      000    010         001        0813                                       88.39
C09889      000    010         001        0821                                       92.65
OBJ-DETAIL 001                                                                      181.04

ACTIVITY    010                                                                     181.04 SUBT

C09889      000    900         001        5000                                      246.06
OBJ-DETAIL 001                                                                      246.06

ACTIVITY    900                                                                     246.06 SUBT

C09889      000    901         001        7363                                       84.33
OBJ-DETAIL 001                                                                       84.33

C09889      000    901         504        7363                                        9.48
OBJ-DETAIL 504                                                                        9.48

ACTIVITY    901                                                                      93.81 SUBT

C09889      000    940         001        8221                                       64.13
OBJ-DETAIL 001                                                                       64.13

C09889      000    940         551        8056                                       31.00
C09889      000    940         551        8214                                      112.00
OBJ-DETAIL 551                                                                      143.00

ACTIVITY    940                                                                     207.13 SUBT

SUB-JOB     000 SUBTOTAL                                                            731.99

C09889      001                349        8056                                       26.31
OBJ-DETAIL 349                                                                       26.31

ACTIVITY                                                                             26.31 SUBT

SUB-JOB     001 SUBTOTAL                                                             26.31

C09889      011                           8056                                  126,988.11 ***


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
N  12-21-87
AIL CREW-NUMBER
E LOADED
D 12/18/87

A            CURRENT          BALANCE TO
LD            MONTH              DATE
--           -------          ----------
                                    3.95
                                    3.95

                                    3.95 SUBTOTAL

                                   88.39
                                   92.65
                                  181.04

                                  181.04 SUBTOTAL

                                  246.06
                                  246.06

                                  246.06 SUBTOTAL

                                   84.33
                                   84.33

                                    9.48
                                    9.48

                                   93.81 SUBTOTAL

                                   64.13
                                   64.13

                                   31.00
                                  112.00
                                  143.00

                                  207.13 SUBTOTAL

                                  731.99

                                   26.31
                                   26.31

                                   26.31 SUBTOTAL

                                   26.31

                              126,988.11 ***


ES
```

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PAGE      2

                         JOB COST SUMMARY RUN ON  12-21-87
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 12/18/87

                                          CREW   MSA          CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD            MONTH            DATE
--          ------ -------- ---------- ------ -----           -------       ----------
OBJ-DETAIL                                                                  126,988.11

C09889      011             199        0100                                       -.69
OBJ-DETAIL 199                                                                    -.69

C09889      011             300        0100                                    -462.08
C09889      011             300        0523                                   1,350.00
C09889      011             300        8056
OBJ-DETAIL 300                                                                  887.92

C09889      011             304        0523                                  -1,350.00
OBJ-DETAIL 304                                                               -1,350.00

ACTIVITY                                                                    126,525.34 SUBT

SUB-JOB       011 SUBTOTAL                                                  126,525.34

EA            C09889 TOTAL                                                  127,283.64


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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 12-21-87
IL CREW-NUMBER
 LOADED
 12/18/87

            CURRENT        BALANCE TO
D            MONTH            DATE
            -------        ----------
                           126,988.11

                                 -.69
                                 -.69

                              -462.08
                             1,350.00

                               887.92

                            -1,350.00
                            -1,350.00

                           126,525.34 SUBTOTAL

                           126,525.34

                           127,283.64
```

201-1020 9889

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITOL BUILDING, SALEM, OR 97310

STATE: OREGON

FEDERAL AID PROJECT NO.: BROS-0100(8)

PROGRAM APPROVED

VOUCHER PERIOD From: 8/22/84 To: 6/01/87

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
117	$133,279.77	$133,253.46	80%	$106,602.77	$106,602.77	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 11/12/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	POWDER RIVER (BEAVER CR. RD.) BRIDGE SECTION COUNTY ROAD BAKER COUNTY					
	Construction Type Code X080 Structure (#16691)(STA. 6+00 to STA. 10+41)					
	Final Contract Payment Summary	Lump Sum			$120,233.59	
	CONSTRUCTION ENGINEERING					
	Liquidated Damages	Lump Sum			(300.00)	
	State	All Required			13,319.87	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				13,019.87	
	TOTAL PARTICIPATING PROJECT COST				$133,253.46	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 26.31	
	TOTAL PROJECT COST				$133,279.77	
	Prepared based on Participating Cost as shown on the Federal Billing as of 11/12/87.					
	AMOUNT CARRIED FORWARD					

```
           201     1019     204      00 P 1
           201     1019     296      00 N 9         25.68CR       78,653.26CR      78,653.26CR     84    85
           201     1019     298      00 N 9         25.68         78,653.26        78,653.26       84    85
           201     1019     900      00 P 1          7.57          6,271.21         6,271.21       84    85
           201     1019     920      00 P 1           .16CR           34.86            34.86       84    85
           201     1019     940      00 P 1                        1,007.00         1,007.00       84    85
           201     1019     941      00 P 1           .94          1,185.74         1,185.74       84    85
           201     1019     942      00 P 1           .29             84.92            84.92       85    85
           201     1019     944      00 P 1          1.13CR          309.17           309.17       84    85
           201     1019     945      00 P 1           .12CR           26.04            26.04       84    85
           201     1019     948      00 P 1                          227.00           227.00       85    85
                            TOT      P1              7.39         98,323.96        98,323.96
                         ** JOB TOTALS **            7.39  **     98,323.96  **    98,323.96  **

POWDER R(BEAVER CR RD)BR     CONT NO 9889    FA PROJ NOS BROS0100008 100                         STATE
           201     1020     201      00 P 1     17,237.39        122,070.57       122,070.57       84    85
~~         201     1020     203      00 P 1      1,650.00CR        1,650.00CR       1,650.00CR     85    85~~
~~         201     1020     204      00 P 1        779.37CR        6,021.03CR       6,021.03CR     84    85~~
~~         201     1020     296      00 N 9     12,089.98CR       89,602.15CR      89,602.15CR     84    85~~
~~         201     1020     298      00 N 9     12,089.98         89,602.15        89,602.15       84    85~~
           201     1020     900      00 P 1          9.12          9,756.93         9,756.93       84    85
           201     1020     920      00 P 1           .43CR           95.27            95.27       84    85
           201     1020     940      00 P 1        171.00            804.00           804.00       84    85
           201     1020     941      00 P 1          1.35             87.06            87.06       85    85
           201     1020     942      00 P 1          2.43CR          718.26           718.26       84    85
           201     1020     944      00 P 1          2.44CR          606.27           606.27       84    85
           201     1020     945      00 P 1           .14CR           29.94            29.94       84    85
           201     1020     946      00 P 1          1.77            398.59           398.59       85    85
           201     1020     948      00 P 1           .40CR           92.25            92.25       85    85


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                            JUNE 1985      PAGE  249

      DESCRIPTION                                                    FISCAL        GRAND TOTAL    ACTIVE YRS
                       PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE     TO DATE      BEG    END

                                TOT      P1        1[illegible],985.42      126,988.11       126,988.11
                             ** JOB TOTALS **      1[illegible],985.42  **  126,988.11  **   126,988.11  **

UPRR XING&NELSON PT RD SEC   CONT NO      FA PROJ NOS RRS 000S010 100                            STATE
                   201     1025     296      00 N 9         17.39CR          17.39CR          17.39CR     85    85
                   201     1025     298      00 N 9         17.39            17.39            17.39       85    85
                   201     1025     920      00 P 1         22.03            41.35            41.35       85    85
                                    TOT      P1             22.03            41.35            41.35
                                 ** JOB TOTALS **           22.03  **        41.35  **        41.35  **

SPRR XING & SE LAWN RD       CONT NO 9107 * FA PROJ NOS RRO 000S108  53 RRP 000S108  42          STATE
                   203     1015     201      00 P 1                                        2,082.60     81    82
                   203     1015     201      00 P 2                                       64,324.30     81    82
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  JUNE 1985       PAGE 1000

                                                                            FISCAL         GRAND TOTAL
        DESCRIPTION             PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                            306   1945     923     00 P 1                                     153.2[illegible]
                                           TOT     P1                                      20,265.93
                                        ** JOB TOTALS **               **              **  20,265.93  **

  BNRR XING@JOINEY ST (BEND)    CONT NO      FA PROJ NOS RRP 3280001 100                                    STATE
                            309   1904     296     00 N 9                     .21             713.99CR
                            309   1904     298     00 N 9                     .21CR           713.99
                            309   1904     901     00 P 1                                      39.28
                            309   1904     905     00 P 1                                      72.00
                            309   1904     909     00 P 1                                      39.97
                            309   1904     914     00 P 1                                     372.59
                            309   1904     920     00 P 1                                      33.66
                            309   1904     932     00 P 1                                     235.82
                                           TOT     P[illegible]                               793.32
                                        ** JOB TOT[illegible] **               **              **     793.32  **

  VARIOUS BEND CITY STREETS     CONT NO      FA PROJ NOS M   0000069 100                                    STATE
                            309   1940     918     00 P 1        4.17          4.17              4.17
                                           TOT     P1            4.17          4.17              4.17
                                        ** JOB TOTALS **         4.17  **      4.17  **          4.17  **

  BNRR XING @ HILL ST (BEND)    CONT NO     * FA PROJ NOS RRO 000S121 100                                   STATE
                            309   1976     296     00 N 9                                     813.30CR
                            309   1976     298     00 N 9                                     731.97
                            309   1976     299     00 N 9                                      81.33
                            309   1976     901     00 P 1                                     680.51
                            309   1976     905     00 P 1                                     132.79
                            309   1976     932     00 N 1                                       4.50
                                           TOT     P1                                         813.30
                                           TOT     N1                                           4.50
                                        ** JOB TOTALS **               **              **     817.80  **

  BNRR XING @ SCOTT ST (BEND)   CONT NO     * FA PROJ NOS RRO 000S026 100                                   STATE
                            309   1977     296     00 N 9      187.73CR        187.73CR        1,877.26CR
                            309   1977     298     00 N 9                                    1,689.53
                            309   1977     299     00 N 9      187.73          187.73            187.73
                            309   1977     901     00 P 1                                    1,640.93
                            309   1977     905     00 P 1                                       95.03
                            309   1977     914     00 P 1                                      139.30
                            309   1977     916     00 P 1                                        2.00
                                           TOT     P1                                        1,877.26
                                        ** JOB TOTALS **               **              **   1,877.26  **

  DESCH PL-LAFETTE AVE          CONT NO     * FA PROJ NOS M   3225002 100                                   STATE
                            309   1997     294     00 N 1                                     915.52CR
```

jc cc: OSHD (L. W. Rulien)

STATE COPY 9889

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

AE 4-5 ✓ BR ____
B ____ ACCTS ____

REGION NO. 10	REPORT NO. 1	COUNTY Baker	DIVISION Oregon
DATE OF REPORT May 21, 1987	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-0100(8)
COMPLETION DATE (Actual) May 23, 1985	ACCEPTANCE DATE BY CONRTACT AGENCY December 4, 1985	TIME ELAPSED 113 %	CONTRACT TIME 90 CD

LOCATION Powder River (Beaver Creek Road) Bridge Section of Beaver Creek County Road.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:
   - A. Construction of roadbed grading, grid-rolled aggregate subbase and aggregate wearing course.
   - B. Construct Bridge No. 16691 over the Powder River. Length: 68 feet. Roadway Width: 24 feet.
   - C. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Meng-Hannan Construction Co., Inc.
3. Contract Amount: $119,933.59
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
JUN 2 '87
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 5/27/87	TITLE District Engineer	DATE 6/1/87

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9889

Meng-Hannan Construction, Inc. **General Contractors**

Area Code (503) 777-1687

(Equal Opportunity Employer)
7931 S.E. King Rd., Suite #1
Portland, OR 97222

Department of Transportation
Highway Division
Transportation Building,
Salem, Oregon 97310
Mr. W.E. Schwartz P.E.
Assistant State Highway Engineer

Dear Mr. Schwartz:

Re: Time extension Request
Powder River (Beaver Cr. Rd.) Bridge
Contract No. 9889
FAP No. BR05-0100(8)

We are in receipt of your letter of Jan. 15,86. We are impressed with the prompt, courteous, and equitable method of handleing our problem.

We also were impressed by the courteous, business like way we were received at our interview regarding the above referended problem.

We want to go on record proclaiming the fairness we feel was awarded us from your department.

We thank you for your time and effort that you have given us.

Very truly yours,
Donald Meng
Donald Meng

W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 28 '86
REFER TO
Fredrickson
FOR

Info	Items	B/O	D/R	Sign	Act	File
✓						

Cy
2/5

January 15, 1986

CON 5

Meng-Hannan Construction Co., Inc.
7931 SE King Rd., Suite 1
Portland, OR 97222

Re: Time Extension Request
Powder River (Beaver Cr. Rd.) Bridge
Contract No. 9889
FAP No. BROS-0100(8)

This is in response to your request for reconsideration of your prior time extension request.

As stated in your meeting with the Construction Engineer, nonperformance by a subcontractor is not a valid reason for adjustment of contract time, even though the subcontractor was a DBE.

Our review has disclosed that the stop work order issued on January 13, 1985, due to conditions considered unsuitable for satisfactory performance of the work was rescinded on April 22, 1985, with the expectation that conditions would be suitable. We were premature in rescinding the stop work order since conditions remained unsuitable and no work could be performed for an additional seven (7) calendar days. A contract time adjustment of an additional seven (7) calendar days is granted for this reason.

We again reviewed the delay resulting from the change from General Excavation to Embankment in Place for the grading work and cannot justify any more time than the two (2) calendar days previously granted.

The adjusted contract time of completion for this project is changed to 99 calendar days. There remains two (2) calendar days of liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
FHWA
R. D. Hector
Bruce Walton
Joe Schlieski

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

December 19, 1985

Larry Rulien, State Highway Engineer
State Highway Engineer's Office
102 Transportation Building
Salem, Oregon 97310

Re: Pitts v. State

Dear Mr. Rulien:

As you may be aware, I am representing the State of Oregon in the handling of the above-matter. A copy of the Complaint is enclosed for your information.

Would you please ask someone with knowledge of the construction of the new Beaver Creek Road Bridge to contact me so that I can formulate a proper response to plaintiff's Complaint? ✓ In addition, if there exists any documentation or contract between the State, Meng-Hannan Construction and Baker County, I would appreciate receiving copies of the same.

Naturally, any information in your possession that might be useful would be appreciated. Please call me at 378-4620 within the next two weeks so that I can proceed with this matter.

Sincerely,

J H Van Dyke
James H. Van Dyke
Assistant Attorney General

JVD:cg
Enclosure

RECEIVED
STATE HWY ENGR

DEC 26 '85

REFER TO
Pat

FOR

Info	Invest	P/D	J/R	Sign	Act	File
					X	

1/8
To Hector to send
requested info
directly to attorney.
Cm

R

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF BAKER

DARREL PITTS and DIANE PITTS, husband and wife, Plaintiffs, vs. STATE OF OREGON, COUNTY OF BAKER, MENG-HANNAN CONSTRUCTION COMPANY, INC., an Oregon corporation, Defendants.	Case No. COMPLAINT

PLAINTIFFS ALLEGE:

1.

Plaintiffs are the owners of certain real property described in Exhibit "A" attached hereto and by this reference incorporated herein.

2.

Irrigation water is supplied to a portion of said premises through a ditch which has its point of diversion at or near a certain bridge across the Powder River known as the Old Beaver Creek Road Bridge, all in Baker County, Oregon.

3.

The diversion structure, which diverts water into said ditch, is located at the same point where the bridge crosses the river.

4.

That Defendant Meng-Hannah Construction Company, Inc., in conjunction with Defendant State of Oregon and Defendant Baker

County, proceeded to remove the existing bridge and construct a new bridge between December, 1984, and May, 1985.

5.

In the course of removing the old bridge and construction of the new bridge, said Defendant, Meng-Hannan Construction Company, Inc., at the direction or with the agreement of the Defendants, State of Oregon and Baker Coutny, removed the diversion structure which is necessary to divert water into the Plaintiffs' ditch.

6.

Defendants, and all three of them, were negligent in their construction in that they failed to replace the diversion structure in a timely manner so as to allow irrigation water to flow into the ditch at the beginning of the irrigation season and were further negligent in that they failed to properly reconstruct the diversion structure so as to allow water to flow into the ditch once the work was completed.

7.

As a direct and proximate result of the Defendants' negligence, the Plaintiffs were unable to obtain their irrigation water and were therefore unable to irrigate their crops, to their total damages in the amount of $2,625. Additionally, Plaintiffs suffered damages in the amount of $1,500, for the reconstruction of said diversion structure.

8.

Pursuant to ORS 20.080, Plaintiffs are entitled to reasonable attorney fees which should be established pursuant to ORCP 68.

WHEREFORE, Plaintiffs pray for judgment against Defendants, and each of them, in the amount of $2,625 for the loss of crops, $1,500 for reconstruction of said dam, reasonable attorney fees pursuant to ORCP 68, plus Plaintiffs costs and dispursements incurred herein.

Date this 26th day of November, 1985.

COUGHLIN & LEUENBERGER, P.C.

By: /s/ J. DAVID COUGHLIN
J. DAVID COUGHLIN, OSB #70027
Of Attorneys for Plaintiff

I hereby certify that the
foregoing is a true copy
of the original.

Attorney for Plaintiff

COUGHLIN &
LEUENBERGER
P.C.
Lawyers
Old Post Office Square
1650 Dewey Avenue
Post Office Box 1026
Baker, Oregon 97814
(503) 523-6635

9	40	28			701			5-1 5·25
TWP.	RGE.	SEC.	1/4	1/16	PARCEL NUMBER	Type	Spec. Int. In	CODE AREA NUMBER
MAP NUMBER						REAL PROP.		
TAX LOT NUMBER								

OFFICIAL RECORD OF DESCRIPTIONS OF REAL PROPERTY

COUNTY ASSESSOR'S OFFICE

FORMERLY PART OF 700

Indent each new course to this point	DESCRIPTION AND RECORD OF CHANGE	Date of entry on this card	Deed Record Vol.	Deed Record PG.	Acres Remaining
	5-1 ReF 04509 — 5-25 ReF 09284				

T9S R40E WM

Sec 28: A tract of land, more particularly desc as follows:

Caap marked by a vertically driven steel railroad rail on the N line of the sd Sec 28, S 89 deg 59' E 694.6 ft from the NW corner of said Sec;

th N 89 deg 59' W 57.9 ft to the TRUE POB;

th S 31 deg 09' W 168.4 ft along a fence line;

th following the said fence line, S 12 deg 36' E 296 ft and thence continuing along the fence line, S 46 deg 55' 45" E 719.2 ft to a steel pin in the fence conrner;

th S 46 deg 55' 45" E 43 ft to the center line of the Smith Ditch;

th Sly and Wly along the Smith Ditch to a point which bears S 09 deg 42' 18" E 2515 ft and S 03 deg 32' 45" E 404 ft from the NW corner of said Sec 28, which point is also the most Ely corner of the property desc in Film Volume 77 46 113;

th N 03 deg 32' 45" W a distance of 404 ft to the Powder River and the most Nly corner of the property desc in Film Volume 77 46 113;

th Nly along the E bank of the Powder River to a point on the N line of said Sec 28;

th E to the Pob.				53.00
1. Gubler, Marguerite Mae et al			73-43-028 73-36-012 76-37-079 77-25-039	
c/o Pitts, Darrel L & Diane A CP*	31431	8/5/80	80-30-008	M/S

EXHIBIT "A"

COUNTY FORM 303-048 (Rev. 12-72)
OREGON DEPARTMENT OF REVENUE

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

December 19, 1985

Larry Rulien, State Highway Engineer
State Highway Engineer's Office
102 Transportation Building
Salem, Oregon 97310

Re: Pitts v. State

Dear Mr. Rulien:

This is to inform you that the above entitled matter has been filed in Baker County Circuit Court. Named defendants include the Highway Division. This matter concerns alleged negligent repair to an irrigation system resulting in loss of crops and costs to repair the irrigation system.

I have assigned this case to Trial Attorney James H. Van Dyke, who will keep you apprised of significant developments in the case.

Sincerely,

/s/ John R. McCulloch, Jr.

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/cg
cc: Fred Miller

c.y. - Adams
Schwartz
Hector

RECEIVED
DOT DIRECTOR
DEC 23 '85
REFER TO
Sollis
FOR
Info Inves R/D D/R Sign Act File

[illegible] 3-2
File

VICTOR ATIYEH
GOVERNOR

Department of General Services
RISK MANAGEMENT DIVISION
1225 FERRY ST., SE, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
DEC 13 '85
REFER TO adams
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy

December 11, 1985

TO: John McCulloch, Chief Trial Counsel
Department of Justice
100 Justice Bldg.
Salem, OR 97310

FROM: Randal Wilson
Manager, Claims RW

SUBJECT: Darrel Pitts and Diane Pitts, husband and wife, vs
State of Oregon, County of Baker,
Meng-Hannan Construction Company, Inc.
Baker County Circuit Court #85-379

This will acknowledge receipt of the captioned suit and assignment of Jim Van Dyke as attorney.

This suit is accepted for Insurance Fund coverage and you are authorized to charge legal expenses to the Risk Management Division.

The assigned Claims Specialist is Dave Black.

The assigned File No. is L21531.

The Claims Specialist will contact Jim Van Dyke within a few days to provide additional information.

Please appear and answer the complaint within the time required or, if necessary, obtain an extension of time.

RW:mt
cc: ✓Larry Rulien, Highway Division
Dave Black

!Note: This complaint has been received through the Dept. of Justice, Trial Division. Risk Management has been handling the claim related to this suit. If you have any questions, please contact the assigned Claims Specialist.

December 19, 1985

CON 5
#9889

Industrial Indemnity Company of the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

Contract No. 9889 awarded to Meng-Hannan Construction Co., Inc. for work on the Powder River (Beaver Creek Road) Bridge in Baker County was completed on September 30, 1985, and accepted by the State Highway Division on December 4, 1985.

Final payment in the amount of $987.92 will be released to the contractor after December 24, 1985. The total contract amount is $118,883.59, and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

mab

cc: Meng-Hannan Construction Co., Inc.
7931 SE King Road
Portland, OR 97222

Mansfield, Inc.
1530 SW Taylor
Portland, OR 97205

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog, Attn: Frank Griffin
Robert D. Hector

9889

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 4, 1985

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9889, On Site Work Substantially Completed 5-23-85

All Work Completed 9-30-85

Project Powder River (Beaver Cr. Rd.) Bridge

Highway County Road

County Baker

Type of Work Grading, surfacing and structure

Contractor Meng-Hannan Construction Co.,Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

12-19-85. Surety letter written. mab

Noted Response

[illegible]

RECEIVED
DEC 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

October 24, 1985

Meng-Hannan Construction Co., Inc.
7931 SE King Rd., Suite 1
Portland, OR 97222

CON 5

Re: Time Extension Request
Powder River (Beaver Cr. Rd.) Bridge
Contract No. 9889
FAP No. BROS-0100(8)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 11 calendar days of contract time due to an overrun in quantities of structural excavation, weather, subcontractor non-performance, a change from General Excavation to Embankment, bridge removal problems, and channel change and abutment removal added work.

The final contract quantities indicate no significant overrun in structural excavation and additional contract time is not warranted. The weather conditions, subcontractor non-performance and bridge removal problems are not valid reasons for adjustment of contract time. The abutment removal was required contract work and is not a valid reason for additional contract time. The minor amount of slope work done is considered to be incidental and did not delay project completion.

The contract item of General Excavation was changed to Embankment and our records indicate a delay of two calendar days for this change. Accordingly, a contract time adjustment of an additional two calendar days is granted. The adjusted contract time of completion for this contract is 92 calendar days. There remains nine calendar days of liquidated damages under this contract.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Joe Schlieski.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
R. D. Hector w/att.
Joe Schlieski w/att.
FHWA w/att.
Bruce Walton

TE/212

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Construction Engineer

DATE: September 30, 1985

Attn: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Powder River (Beaver Cr. Rd.) Bridge
Contract NO. 9889
Baker County

Enclosed is a request submitted by the contractor for an eleven day increase in contract time. Joe Schlieski's analysis recommending that fourteen additional days be granted is also enclosed.

Adverse weather conditions, and failure of a subcontractor to perform, are not normally basis for granting additional time. I see no reason why they should be a basis in this instance.

I recommend the contractor be granted two additional days due to the additional earthwork required.

Warren
Warren Richards
Region 5 Construction Engineer

WR/jef

cc: Joe Schlieski

10-23-85

W. E. Schwartz -

I concur with Region and recommend a 2 C.D. time extension due to a change from Gen. Exc. to Embankment.

OBJackmond

CE.... CAE.... RECEIVED IS.....TC.....
COE.... OM....
OE .... CA....CC.....
CA.......... OCT 02 1985 FE ..... CP .....
CAM .... FQC.. ....
EEO..... .... QCS..........
FILE.......

FORM 734-3001

Report # 36

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Powder River (Beaver Creek Road) Bridge
WEEK ENDING: July 20, 1985
SECTION PREFIX: 201-1020
HIGHWAY: County Road
COUNTY: Baker
NAME OF JOB:
KIND OF WORK: Grading, Surfacing & Structure
CONTRACTOR: Meng-Hannan Const. Co., Inc.
CONTRACT NUMBER: 9889
FEDERAL AID PROJECT NUMBER: BROS-0100(8)
DATE OF CONTRACT: September 28, 1984
DATE WORK STARTED: November 5, 1984
ESTIMATED COMPLETION DATE: February, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0
SPECIFIED WORK DAYS
WORK DAYS USED
SPECIFIED CALENDAR DAYS 90
CALENDAR DAYS USED 101
SPECIFIED COMPLETION DATE: February 28, 1984
PERCENT OF TIME ELAPSED 112
PROJECT AUTHORIZATION: $ 139,479.02
EXCLUSIVE OF ENGINEERING: $ 128,419.01
ENGINEERING AUTHORIZATION $ 11,060.01
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 128,419.01
This Week
ENGINEERING COST TO DATE $ 11,488.87
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %
PERCENT OF AUTHORIZATION 104%
DATE PROJECT WAS COMPLETED: May 23, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	0	0	0	0		

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1	0	0	0	0	0
MILES PARTIALLY COMPLETED	2					
MILES COMPLETED	3					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4					
TOTAL QUANTITIES CORRECTED TO DATE	5					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6					
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

0 Backhoe

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16691							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14		0		
MONDAY 15		0		
TUESDAY 16		0		
WEDNESDAY 17		0		
THURSDAY 18		0		
FRIDAY 19		0		
SATURDAY 20		0		

RECEIVED
[illegible]
CONSTRUCTION SECTION

CE.... CAE .... LS...... TC......
COE.... OM.... SA...... CC......
OE ....
CA.............. FE ...... CP ......
FQC..........
CAM .... CCS..........
EEO.......... FILE..........

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	
MONDAY 15	This Week: No Activity
TUESDAY 16	
WEDNESDAY 17	
THURSDAY 18	
FRIDAY 19	
SATURDAY 20	

REMARKS

Final Records submitted to Region 7/12/85

FINAL REPORT

SIGNED ______ LOCATION La Grande
Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

7889

2-14-85

BG1
BILLING NUMBER 31

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

02/14/85

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AMT CODE	AMOUNT OF THIS VOUCHER
	2	X10 -9091-004 APPR-772	27,548 00	32,409.41	32,409.41	85.00	27,548.00	27,548.00		
134-1999		PREFIX TOTALS	47,779.75	57,342.18	56,211.47		47,779.75	47,779.75		
136-1977	1	RS -0125-001 APPR-075	46,540.00	19,485.35	19,485.35	88.15	17,176.34	17,176.34		
136-1988	1	F -0075-014 HPPR-010	37,550.00	32,089.66	31,900.08	88.15	28,119.92	27,405.79		714.13
136-1991	1	BRS -0125-002 APPR-118	37,800.00	11,024.97	11,024.97	80.00	8,819.98	8,781.67		38.31
136-1992	1	RRP -0075-015 APPR-139	1,800.00			90.00				
201-1956	1*	SOS -0105-002 APPR-680	10,103.05	11,465.50	11,461.20	88.15	10,103.05	10,103.05		
201-1969	1	RRS -000S-010 APPR-138	1,800.00	318.56	318.56	90.00	286.70	286.70		
201-1974	1*	BROS-0100-005 APPR-117	13,592.89	17,029.07	16,991.11	80.00	13,592.89	13,592.89		
201-1975	1*	BROS-0100-004 APPR-117	21,094.54	26,[illegible]58.1[illegible]	26,368.17	80.00	21,094.54	21,094.54		
201-1976	1*	BROS-0100-003 APPR-1[illegible]7	13,649.95	17,106.72	17,062.44	80.00	13,649.95	13,649.95		
201-1991	1	BROS-0100-009 APPR-117	26,080.00	4,679.88	4,552.77	80.00	3,642.22	3,637.18		5.04
203-1901	1*	XI -9[illegible]65-004 APPR-823	21,324.90	25,102.66	25,088.12	85.00	21,324.90	21,324.90		
203-1906	1*	M -9702-002 APPR-W36	36,991.92	43,577.63	43,114.13	85.80	36,991.92	36,991.92		
203-1908	1*	XI -9674-003 APPR-823	4,275.36	5,029.84	5,029.84	85 00	4,275.36	4,275.36		
203-1909	1*	XI -9721-001 APPR-823	6,174.20	7,391.87	7,263.76	85.00	[illegible],174.20	6,174.20		
	2*	X10 -9721-001 APPR-772	6,800.00	8,000.00	8,000.00	85.00	6,800.00	6,800.00		
203-1909		PREFIX TOTALS	12,974.20	15,391.87	15,263.76		12,974.20	12,974.20		
203-1910	1*	XI -9665-005 APPR-823	21,653.04	25,474.17	25,474.17	85.00	21,653.04	21,653.04		
203-1911	1*	XI -9665-006 APPR-823	2,839.33	3,340.39	3.340.39	85.00	2,839.33	2,839.33		
	2	X10 -9665-006 APPR-772	2,760.00	3,247.06	3,247.06	85 00	2,760.00	2,760.00		
203-1911		PREFIX TOTALS	5,599.33	6,587.45	6,587.45		5,599.33	5,599.33		
203-1912	1*	XI -9659-002 APPR-823	2,979.05	3,551.18	3,504.76	85.00	2,979.05	2,979.05		
203-1913	1*	XI -9702-003 APPR-823	4,364.78	5,409.75	5,135.04	85.00	4,364.78	4,364.78		
	2*	X10 -9702-003 APPR-772	5,185.00	6,100.00	6,100.00	85.00	5,185.00	5,185.00		
203-1913		PREFIX TOTALS	9,5[illegible] 78	11,509.75	11,235.04		9,549.78	9,549.78		

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JANUARY 1985 PAGE 823

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	201	1974	901	00	N	1			37.96	
	201	1974	905	00	P	1		841.71	3,382.80	
	201	1974	906	00	P	1		453.84	713.45	
	201	1974	918	00	P	1			653.44	
	201	1974	920	00	P	1		39.50	57.68	
	201	1974	921	00	P	1		1,075.32	1,075.32	
	201	1974	922	00	P	1		78.18	87.17	
	201	1974	923	00	P	1		170.24	170.24	
	201	1974	926	00	P	1		7.00	2,373.92	
	201	1974	927	00	P	1		899.95	1,335.29	
	201	1974	929	00	P	1		111.28	111.28	
	201	1974	932	00	P	1		16.63	16.63	
	201	1974	933	00	P	1			84.01	
	201	1974	937	00	P	1		14.29	3,471.35	
	201	1974	937	01	P	1		12.32	12.32	
			TOT		P1			3,799.90	16,991.11	
			TOT		N1				37.96	
			** JOB TOTALS **				**	3,799.90 **	17,029.07 **	
POWDER R(BEAVER CK RD) BR	CONT NO	* FA PROJ NOS BROS0100004 100								
	201	1975	296	00	N	9		~~6,139.12CR~~	~~21,094.54CR~~	STATE
	201	1975	298	00	N	9		~~6,139.12~~	~~21,094.54~~	
	201	1975	901	00	P	1	Project MANAGER	214.04	7,078.73	
	201	1975	905	00	P	1	FINAL DESIGN	629.07	4,054.97	
	201	1975	906	00	P	1		~~1,793.29~~	~~3,669.35~~	To 927
	201	1975	918	00	P	1	Location		696.11	
	201	1975	920	00	P	1	PROGRAM Section	78.14	96.32	
	201	1975	921	00	P	1	Specifications	~~1,098.91~~	~~1,098.91~~	To 929
	201	1975	922	00	P	1	ADMINISTRATIVE SERVICES	18.18	18.18	
	201	1975	923	00	P	1	ENVIRONmental Section	73.69	73.69	
	201	1975	926	00	P	1	FOUNDATIONS		3,419.46	
	201	1975	927	00	P	1	FREE BRIDGE DESIGN	1,439.26	~~4,805.70~~	8475.05
	201	1975	929	00	P	1	FREE Specifications	255.47	~~255.47~~	1354.38
	201	1975	933	00	P	1	SURFACE DESIGN		80.20	
	201	1975	937	00	P	1	HYDRAULICS		923.56	
	201	1975	950	00	P	1			97.52	— Cost Trans 2 Region Tr. 1X
			TOT		P1			5,600.05	26,368.17	
			** JOB TOTALS **				**	5,600.05 **	26,368.17 **	
PINE CK(DEER CK BUTTE) BR	CONT NO	* FA PROJ NOS BROS0100003 100								
	201	1976	296	00	N	9		219.18	13,649.95CR	STATE
	201	1976	298	00	N	9		219.18CR	13,649.95	
	201	1976	901	00	P	1		7.74	7,297.26	
	201	1976	901	00	N	1			33.60	
	201	1976	905	00	P	1		46.66	1,844.92	
	201	1976	906	00	P	1			6.30	
	201	1976	918	00	P	1			5.01	

26,270.65
9,829.38
16,441.27

[illegible] Fund #600

ORIGINAL 9889

201-1975

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITAL BUILDING, SALEM, OR 97310

STATE OREGON

FEDERAL AID PROJECT NO. BROS-100(4)

PROGRAM APPROVED

VOUCHER PERIOD From: 10-19-83 To: 8-21-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$26,368.17	26,368.17	80%	21,094.54	21,094.54	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By CONTROLLER *Authorized Officer* 12-16-84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	POWDER RIVER (BEAVER CR. RD.) BRIDGE SECTION COUNTY ROAD BAKER COUNTY					
	PRELIMINARY ENGINEERING TYPE CODE PE					
	STATE	ALL REQUIRED			$26,368.17	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$26,368.17	
	PREPARED BASED ON THE PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 12-13-84.					
	AMOUNT CARRIED FORWARD					

9889

October 15, 1984

Meng-Hannan Construction Company
7931 S. E. King Road
Portland, OR 97222

CON 5

#9889

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9889 for work on the Powder River Bridge Section of Beaver Creek County Road in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Industrial Indemnity Company
Attn: Bond Department
421 S. W. Sixth Avenue
Portland, OR 97204

Mansfield, Inc.
1530 S. W. Taylor
Portland, OR 97205

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
R. D. Hector
J. A. Schlieski

Meng-Hannan Construction, Inc. **General Contractors**
Area Code (503) 777-1687
(Equal Opportunity Employer)
7931 S.E. King Rd., Suite #1
Portland, OR 97222

September 17, 1984

121 Transportion Building
Salem, Oregon 97310
Dept. of Transportation

Attn. Sandy Payne

Regarding Grading, Surfacing, and Structure
Powder River (Beaver Creek Rd.) Bridge
County Road Baker County

Dear Sandy:

As per your request for breakdown on DBE and FBE statis of our bid, we respectfully submitt the fallowing information.

DBE is Jand J FENCING INC.
694 N 34th st.
Springfield, Oregon 97477

4	Temp. G.R., Type 1 Lin. Ft. 175	7.50	1312.00	
13	Guard Rail, Type 2A Lin. Ft. 325	12.00	3900.00	
14	Guard Rail, Type 3 Lin. Ft. 100	30.00	3000.00	
15	Guard Rail Anchors, Type 1 Ea 2	350.00	700.00	
16	Guard Rail Anchors, Type 1 Mod. Ea 2	415.00	830.00	
17	Rail End Pieces, Type B Ea 2	50.00	100.00	
18	Rail End Pieces, Type C Ea 2	110.00	220.00	
19	Type 1 Fence Lin. Ft. 545	3.00	1635.00	
20	16'x48" Single Gate Ea 2	300.00	600.00	
			$12,297.50	10.036%

WBEis
Service Steel Erection
P. O. BOX 37
Keno, Oregon 97627

27	Furnish install Rebar. Lump Sum	$6896.00	5.63%

We hope the above information will be in compliance with the specifications and a satisfactory evaulation will enable the commission to award this project.

Very Truly Yours

President

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC Ray Turner

9889

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE
10-106	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
		COUNTY Baker
	10-11-84	PROJECT NO. BROS-0100(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Powder River (Beaver Creek Road) Bridge #01C202-74700014

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-22-84	0.13
OTHER *(Specify)*		

FUNDS PRO-RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 139,479.00	$ 111,583.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 10/11/84

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 5, 1984

FEDERAL AID PROJECT NO. BROS-0100(8)

Powder River (Beaver Cr. Rd.) Bridge Section
County Road
Baker County

PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
Structure (#16691) (Sta. 6+00 to Sta. 10+41)

Mobilization	Lump Sum	All	Lump Sum	$ 12,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,204.00
Temporary Signs	Sq. Ft.	38	16.00	608.00
Temporary Guard Rail, Type 1 Reflectorized	Lin. Ft.	175	7.50	1,312.50
Clearing and Grubbing	Lump Sum	All	Lump Sum	450.00
Ditch Excavation	Cu. Yd.	160	1.50	240.00
Toe Trench Excavation	Cu. Yd.	176	1.50	264.00
General Excavation	Cu. Yd.	1,395	1.50	2,092.50
Grid-Rolled Aggregate Subbase, 14-inches thick	Sq. Yd.	2,040	4.50	9,180.00
Grid Roller	Hour	30	50.00	1,500.00
Aggregate Wearing Course 4-inches thick	Sq. Yd.	1,820	2.00	3,640.00
24-inch Culvert Pipe	Lin. Ft.	60	13.50	810.00
Guard Rail, Type 2A	Lin. Ft.	325	12.00	3,900.00
Guard Rail, Type 3	Lin. Ft.	100	30.00	3,000.00
Guard Rail Anchors, Type 1	Each	2	350.00	700.00
Guard Rail Anchors, Type 1 Modified	Each	2	350.00	700.00
Rail End Pieces, Type B	Each	2	50.00	100.00
Rail End Pieces, Type C	Each	2	110.00	220.00
Type 1 Fence	Lin. Ft.	545	3.00	1,635.00
16' x 48" Single Gates	Each	2	300.00	600.00
Loose Riprap, Class 700	Cu. Yd.	288	9.00	2,592.00

STRUCTURE

Bridge Removal Work	Lump Sum	All	Lump Sum	1,582.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	6,751.00
Structure Excavation	Cu. Yd.	215	6.00	1,290.00
Special Footing Backfill	Cu. Yd.	62	9.00	558.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	16,814.00
Reinforcement	Lump Sum	All	Lump Sum	7,896.00

4' x 65'/70' Prestressed Slabs	Each	6	5,450.00	32,700.00
Metal Rail with Tubing	Lin. Ft.	150	47.00	7,050.00
				$ 122,389.00

ANTICIPATED ITEMS

Roadside Seeding and Mulching	All Required	$ 500.00
	Subtotal	$ 122,889.00
	Engineering	16,590.00
	Total	$ 139,479.00

Length of Project ---------------- 0.13 mile

Federal Funds (80%)	$ 111,583.00
County Funds	27,896.00
TOTAL	$ 139,479.00

Group 1: 100%
Contract No. 9889
Prefix: 201-1975
201-1020
Appn Code: 117

WH:me

September 18, 1984

PRO

Baker County Court
Courthouse
Baker, OR 97814

ATTN: Dick Traw
County Roadmaster

Dear Mr. Traw:

SUBJECT: Powder R. (Beaver Cr. Rd.) Br.
Baker County
Project # BROS-0100(8)

On September 13, 1984, the Highway Division received a satisfactory bid from Heng & Hannan Construction Company, 7931 S.E. King Rd., Suite 1, Portland, OR 97222 for the subject project.

This is a Highway Bridge Replacement (HBR) Project, and as per our Agreement No. 7951 the County is requested to deposit their share of the project cost as computed below:

Contractor's Bid	$122,389.00
Anticipated Items	500.00
SUBTOTAL	$122,889.00
Contingencies (4 1/2%)	5,530.01
Engineering (9%)	11,060.01
TOTAL CONTRACT COST	$139,479.02
Less Federal Funds (80%)	111,583.22
COUNTY SHARE	$ 27,895.80
COUNTY'S SHARE & ADVANCE DEPOSIT	$ 27,900.00

We will award the contract when we receive your advance deposit in the amount of $27,900, which should arrive no later than October 5, 1984. You may use one of the three options for payment described in the attachment.

Very truly yours,

CK
Received
10-1-84
MKS

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter, Manager
Program Section

MKS:pf
Attachment
bcc w/AD #84-95: Roger Lang, Region 5
Vern Skoog-Please return completed AD #84-95 when advance deposit is received.

9219

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0100(8)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40011

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 6 '84
REFER TO Potter
FOR
Info | Invest | R/O | D/R | Sign | Act | [illegible]

7. DATE AUTHORIZATION EFFECTIVE 8-22-84
8. FEDERAL ROUTE NUMBER Non Federal aid
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Powder River (Beaver Cr. Rd.) BR. #01C202-74700014

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested in Mr. Potter's letter of 8-20-84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $175,000 Federal Funds $140,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

The certification of Mr. Rod Henry dated 8-16-84 that provisions of FHPM 7-5-1 have been complied with is accepted.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not anacceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 8/24/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 3, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40011
Project No. BROS-0100(8)
Powder River (Beaver Cr. Rd.) Bridge Sec.
County Road
Baker County

Attached data consists of PR-1 forms with project maps.

It is Oregon State Highway Division's present intention to receive bids for this project on September 13, 1984.

DRH:me
Attachment
cc: R.D. Hector (Region 5)
Mike Shultz, w/attachment
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval

FORM PR-1
(REV. 4-61)

U.S. DEPART
BUREAU

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 8-3-84

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rd., approx. 2.5 mi. S. of Baker	ADT	PRESENT 50 5 DHV	FUTURE (66) - - - (70)	YEAR (71) - - - (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 One Bridge	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 28 BROS-	NUMBER 7 0100	SEQ. NO. (8)

CARD	CLASS OF FEDERAL FUNDS Bridge Replacement (Mandatory 15% Off System)	COUNTY NAME Baker				CODE 001 (14) (16)
	NAME OF URBAN AREA 17-31 - - -	ROUTE NO. N	FEDERAL-AID Non (32)	STATE Co. Rd. (36)	U.S. (37) - - (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16)	41	42	43 46	55		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X080	(09)	"Powder River (Beaver Cr. Rd.) Bridge Section"	0.013	175,000	140,000		35,000

CARD 1	CODE 1	PREPARED BY DRH:me	PROJECT TOTALS	0.013	175,000	140,000		35,000
1	14	PROGRAM APPROVAL DATES 10-1-83			(16) (23)	(24) (31)		

REMARKS

Additional Data: Item No. 40011;
Project No. BROS-0100(

USCOMM-D

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

FORM PR-1 (REV. 4-61)

N NO.

O.

8-3-84

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., approx. 2.5 mi. S. of Baker		50 5 DHV	- - -	- - -	10	Oregon	41	117	40011

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	1. Projects Only POST MI.	DESIG.
e Bridge								BROS-	0100	(8)		

RAL FUNDS: Bridge Replacement (Mandatory 15% Off System)

AREA: - - -

COUNTY NAME: Baker

CODE: 001

ROUTE NO.: N

FEDERAL-AID: Non

STATE: Co. Rd.

U.S.: - -

PROGRAM STAGE ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) X080	(09)	"Powder River (Beaver Cr. Rd.) Bridge Section"	0.013	175,000	140,000		35,000	
PARED BY: DRH:me			PROJECT TOTALS	0.013	175,000	140,000		35,000	

OGRAM APPROVAL DATES: 10-1-83

REMARKS
Additional Data: Item No. 40011;
Project No. BROS-0100(4)

Powder River (Beaver Creek Road) Bridge Section

(Remarks continued):

Project Data: Work under this project consists of 1) construct one precast prestressed concrete slab span bridge (No. 16691) 68 feet in length and 24 feet in width (roadway 23'6"); 2) remove existing structure; 3) construct bridge approaches as directed requiring grade, drain and aggregate surfacing to provide 24 feet roadbed; 4) adjust utilities as required; and 5) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7951 complying with Section 116, Title 23 USC and Paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 10-4-83.

Note: 1) This project is in Congressional District No. 2.
2) Included in 6 Year HIP on page 122.
3) Included in approved bridge replacement inventory with a sufficient rating of 25.0.

Section Powder R. (Beaver Cr. Rd.) Bridge Programming Estimate $ 150,000
Highway County Road Project Length 0.13 mile
County Baker Completion Time 90 C.D. after "on-site" work begin or Feb. 28, 1985
Kind of Work Grading, Surfacing & Structure Est. Comp. Date
Prefix 201-1975-921 Letting Date Sept. 13, 1984 Project No. BROS-0100 (8)

Rec'v'd 8/3/84 @ 4:30 PM JC

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 130,872 50

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching	500 00	$ 500 00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
______		
______		
______		
Adjust Utilities:		
______		
______		
Subtotal		$ 131,372 50
Contingencies (4-1/2%)		5,911 76
Engineering (8, [✓ 9], 10%)		11,823 53
Subtotal		$
Credit for ______		
Estimated Net Authorization, Construction		$ 149,107 79

APPROVED

______
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Powder River (Beaver Cr. Rd.) Bridge		COUNTY Baker		SHEET 1 OF 2
KIND OF WORK Grading, Base & Structure	KEY NUMBER	LENGTH 0.13 mile	DATE 7-31-84	NAME McGill

ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
COST ANALYSIS UNIT 8-03-84 THIS ENGINEER'S ESTIMATE IN EFFECT FOR BID LETTING 9-13-84					
Mobilization		Lump Sum	All	Lump Sum	10,000
Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	1,500^{00}
Temporary Signs		Sq. Ft.	38	6^{00}	228^{00}
Temporary Continuous Rail Traffic					
Barriers, Reflectorized		Lin. Ft.	175	7^{00}	1,225^{00}
~~Flaggers~~ delete		~~Hour~~			
ROADWORK					
Clearing and Grubbing		Lump Sum	All	Lump Sum	1 000
Ditch Excavation		Cu. Yd.	160	10	1 600
Toe Trench Excavation		Cu. Yd.	176	10	1760
General Excavation		Cu. Yd.	1,395	6^{50}	9067^{50}
~~Trench Excavation~~ delete		~~Cu. Yd.~~	~~36~~	—	—
Grid-Rolled Aggregate Subbase, 14 Inches Thick		Sq. Yd.	2,040	2	4080
Grid Roller		Hour	30	50	1500
~~3/4"-0 Aggregate Base~~ Aggregate Wearing Course, 4 Inches Thick		Sq. Yd.	1,820	2	3640
24-inch Culvert Pipe		Lin. Ft.	60	40	2400

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Powder River (Beaver Cr. Rd.) Bridge		COUNTY Baker		SHEET 2 OF 2
KIND OF WORK Grading, Base & Structure	KEY NUMBER	LENGTH 0.13 mile	DATE 7-31-84	NAME McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Guard Rail, Type 2A		Lin. Ft.	275	15	4125
	Guard Rail, Type 3		Lin. Ft.	100	30	3000
	Guard Rail Anchors, Type 1		Each	2	400	800
	Guard Rail Anchors, Type 1 Modified		Each	2	400	800
	Rail End Pieces, Type B		Each	2	65	130
	Rail End Pieces, Type C		Each	2	100	200
	Type 1 Fence		Lin. Ft.	545	5	2725
	16' x 48" Single Gates		Each	2	500	1000
	Loose Riprap, Class 700		Cu. Yd.	288	20	5760
	STRUCTURE					
	Bridge Removal Work		Lump Sum	All	Lump Sum	$6,300^{00}$
	Shoring, Cribbing, Etc.		Lump Sum	All	Lump Sum	$3,000^{00}$
	Structure Excavation		Cu. Yd.	215	10^{00}	$2,150^{00}$
	Special Footing Backfill		Cu. Yd.	62	16^{00}	992^{00}
	Structural Concrete, Class 3300		Lump Sum	All	Lump Sum	$17,600^{00}$
	Reinforcement		Lump Sum	All	Lump Sum	$5,290^{00}$
	4' x 65'/70' Prestressed slabs		Each	6	$5,500^{00}$	$33,000^{00}$
	Metal Rail with Tubing		Lin. Ft.	150	40^{00}	$6,000^{00}$
						~~$128 842~~ ~~50~~

77-9

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: July 16, 1984

Attention: Mike Shultz

SUBJECT: Preliminary Plans
Powder River (Beaver Cr.Rd.)Bridge Section
Beaver Creek Road
Bridge No. 16691
HBR Off-System Project
Baker County

Enclosed is a copy of the preliminary bridge plans, drawing numbers 39316 and 39171, which have been approved by the County Court.

Please proceed with development of final plans and specifications so we may meet the scheduled bid opening date.

Roger C Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/lm

Enc.

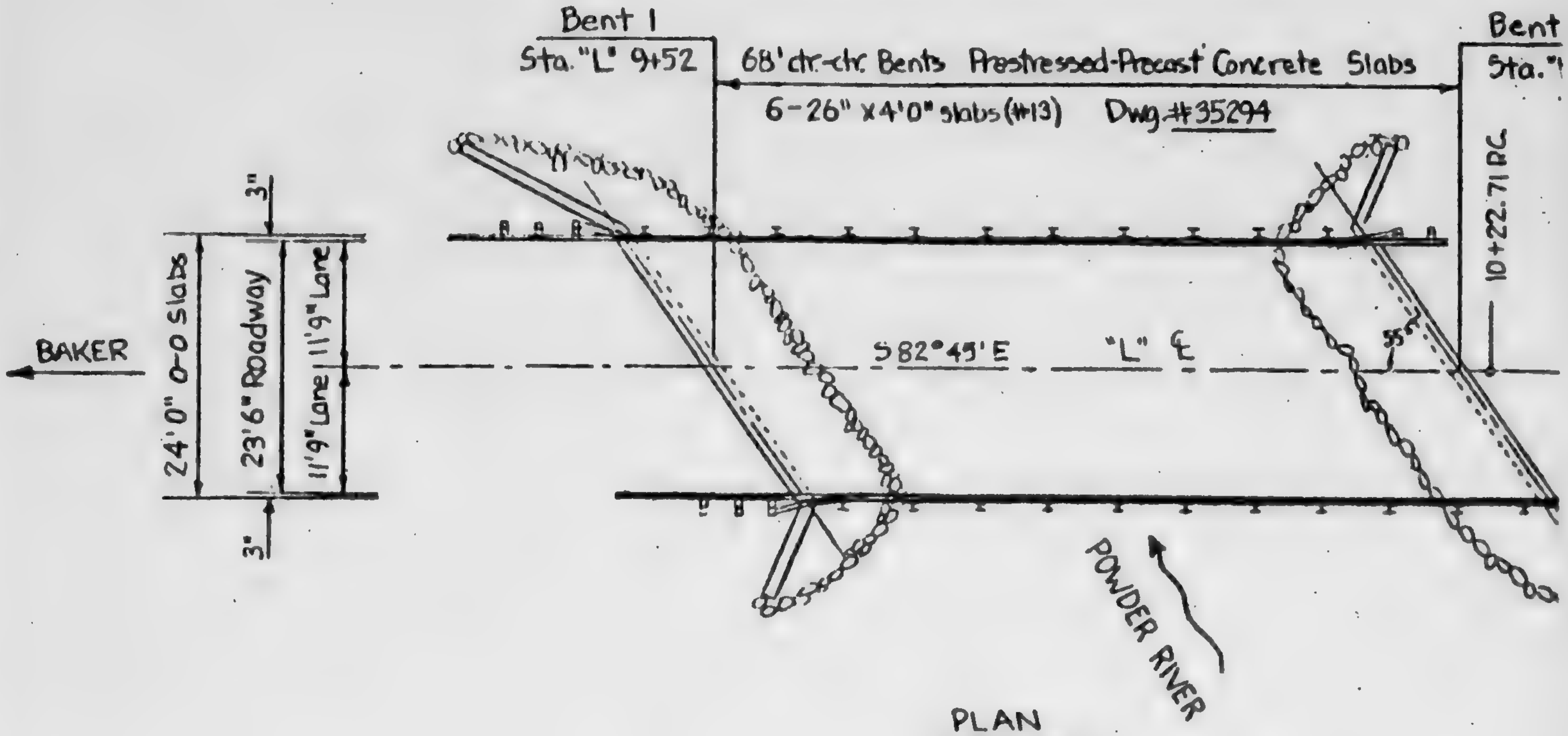
cc: Rick Traw
W. J. Hart w/enc.
J.A. Schlieski w/enc.

PROGRAM SECTION
JUL 18
Manager
Resource Unit
Project Unit
Program Unit
REFER TO
Circle one R/U O/R
Act Disc Info File

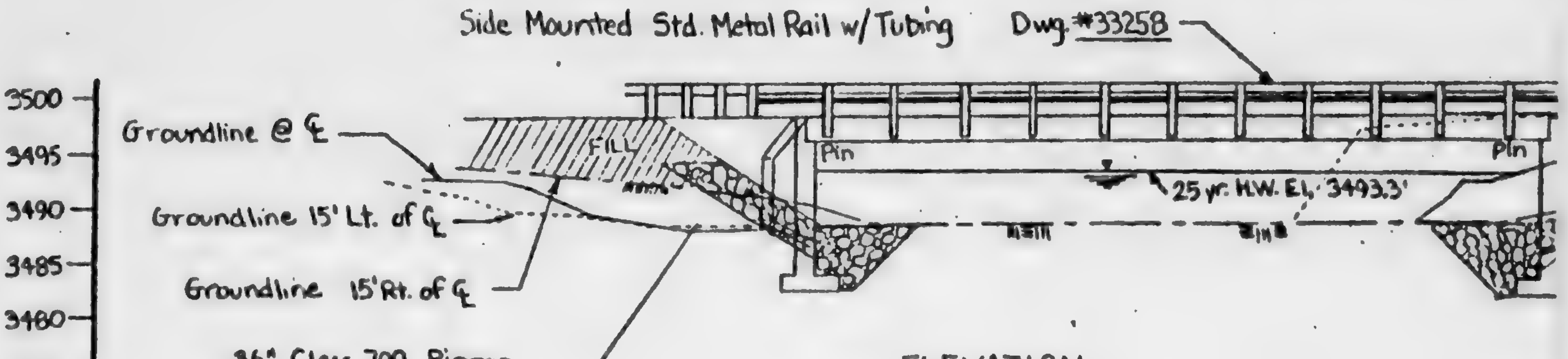
Contains Recycled Materials
81-125-1387

SP*75683-125

Potter


Bent 1
Sta. "L" 9+52
68' ctr.-ctr. Bents Prestressed-Precast Concrete Slabs
6-26" x 4'0" slabs (#13) Dwg. #35294
Bent
Sta. "
10+22.71 RC
3"
24'0" 0-0 Slabs
23'6" Roadway
11'9" Lane
11'9" Lane
3"
BAKER
S 82°45' E
"L" ℄
55°
POWDER RIVER

PLAN
Scale: 1" = 10'


Side Mounted Std. Metal Rail w/ Tubing Dwg. #33258
3500
3495
3490
3485
3480
3475
Groundline @ ℄
Groundline 15' Lt. of ℄
Groundline 15' Rt. of ℄
36" Class 700 Riprap
FILL
Pin
Pin
25 yr. H.W. El. 3493.3'

FLEVATION
Scale: 1" = 10'

APPROVED BY

COUNTY OF Baker

Larry L Smith
JUDGE OR CHAIRMAN

Ben K Dunleavy
COMMISSIONER

COMMISSIONER

DATE 2-11-84

Lyle C Chadwick

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.

Region 5 Office

R. D. Hector
Region Engineer

P. O. Box 850 .. .. La Grande, Oregon 97850 .. .. Telephone 963-3177

June 19, 1984

Rick Traw, Roadmaster
Baker County
1995 3rd Street
Baker, Oregon 97814

Dear Rick;

Re: Powder River (Beaver Cr. Rd.) Bridge Section
Beaver Creek Road
Bridge No. 16691
HBR OFF System Project

Enclosed are three copies of Drawing No.'s 39316 and 39171 which are the preliminary plan/elevation and vicinity map for the above subject project. Also enclosed is a copy of the combined foundation and hydraulic report.

Our present estimate of cost is as follows:

Road work	$ 50,000
Structure	90,000
Engineering & Contingencies	28,000
Total Estimated Cost	$168,000

(Note: Existing structure to be salvaged for county)
The scheduled bid opening is October 25, 1984.

Please examine the plans carefully and if found to be acceptable present them to the county court for signature. After the plans are signed return two copies to me for further processing. Retain one copy for your records.

Do not hesitate to call Joe Schlieski or myself if you should have any questions.

Sincerely,

Roger Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/jef

enc.

cc: W. J. Hart
Gary Potter
Peter Dykman
Joe Schlieski w/enc.

PROGRAM SECTION
JUN 29 '84
Manager
Resource Unit
Project Unit
Program Unit
REFER TO
Circle one R/D I/R
Act Disc [✓ Info] File

734-1630

STATE OF ORE ON INT ROFFICE MEMO

TO: R. D. Hector
Region 5 Engineer
ATTN: Roger C. Lang

DATE: June 15, 1984 DES 23
16691

FROM: ORIGINAL SIGNED
J.M. TINDALL
John M. Tindall, P.E.
Principal Structural Design Engineer

SUBJECT: Powder River (Beaver Creek Road) Bridge
Powder River (Beaver Creek Road) Bridge Section
Beaver Creek Road/Baker County
BR 16691

Attached are four reduced prints of Drawings 39316 and 39171 which are the preliminary plan and elevation and vicinity map for this structure. Also attached is a copy of the foundation report which has the hydraulic report in the appendix. This should be forwarded to Baker County.

The existing bridge at this site is on a list of potential historic bridges. If more information on this is needed, Pieter Dykeman in the Environmental Section should be contacted. You and Baker County may want to consider leaving this bridge in place. Please indicate your desires.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 50,000
Structure	90,000
Engineering and Contingencies	28,000
TOTAL	$168,000

Please use these prints to obtain the approval of Baker County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project as soon as possible.

JMT:jrb

Attachments

cc: H. A. Schell, FHWA, /w/ 1 and foundation report
Road Design /w/ 1
Program Section /w/ 1
Environment (M. Banks) /w/ 1

PROGRAM SECTION
JUN 18 '84

Manager	
Resource Unit	
Project Unit	
Program Unit	

REFER TO
Circle one R/O D/R
Act Disc [✓ Info] File

Shultz

81-125-1387

9889
Gary Potter 5-30-84

INDEX OF SHEETS

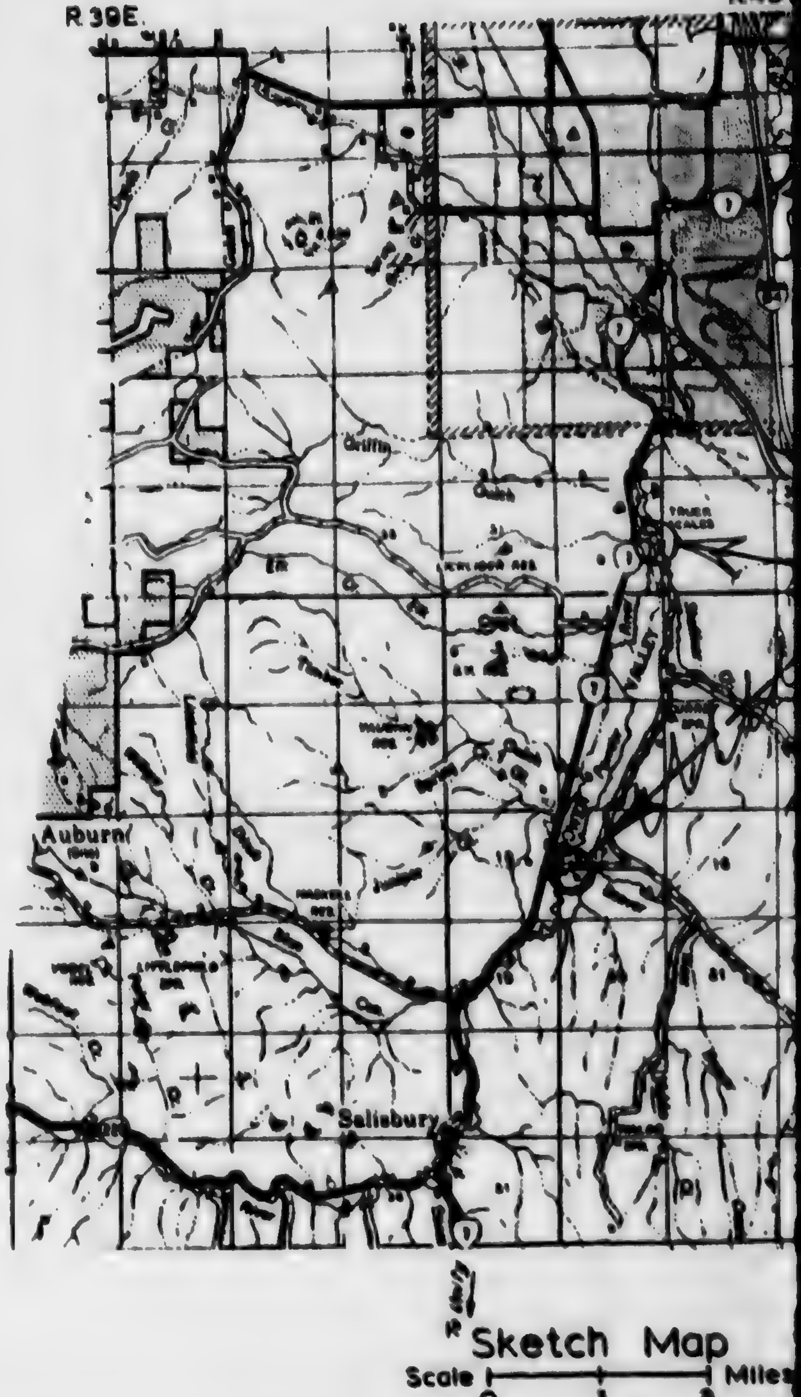
SHEET NO	DESCRIPTION
1	Title Sheet
2	Typical Section, Detail & Summary
3	Plan & Profile

WALD R ADAM

STATE OF OR
DEPARTMENT OF TRA
STATE HIGHWAY

PLANS FOR PROPOSED

POWDER RIVER (BEAVER C
COUNTY RO
BAKER COUN


R 39E.
R40
Griffin
Auburn
Salisbury
Scale
0
1
2
Miles

Sketch Map

PRELIMINARY COPY
SUBJECT TO CHANGE

Length of Project - 0.13 mile

POWDER RIVER (BEAVER CR. RD.) BRIDGE SEC. COUNTY ROAD BAKER COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

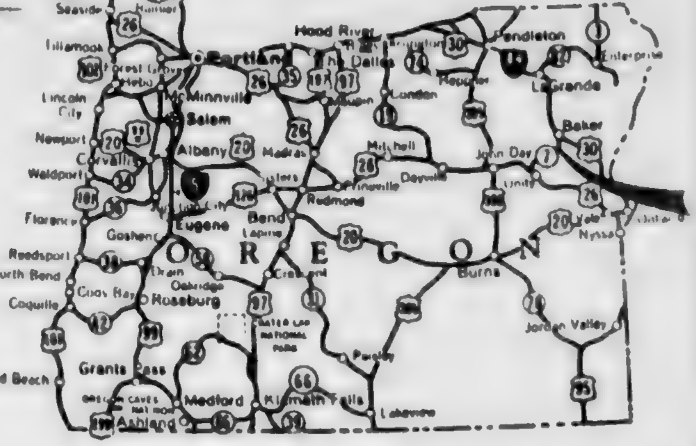
HBR

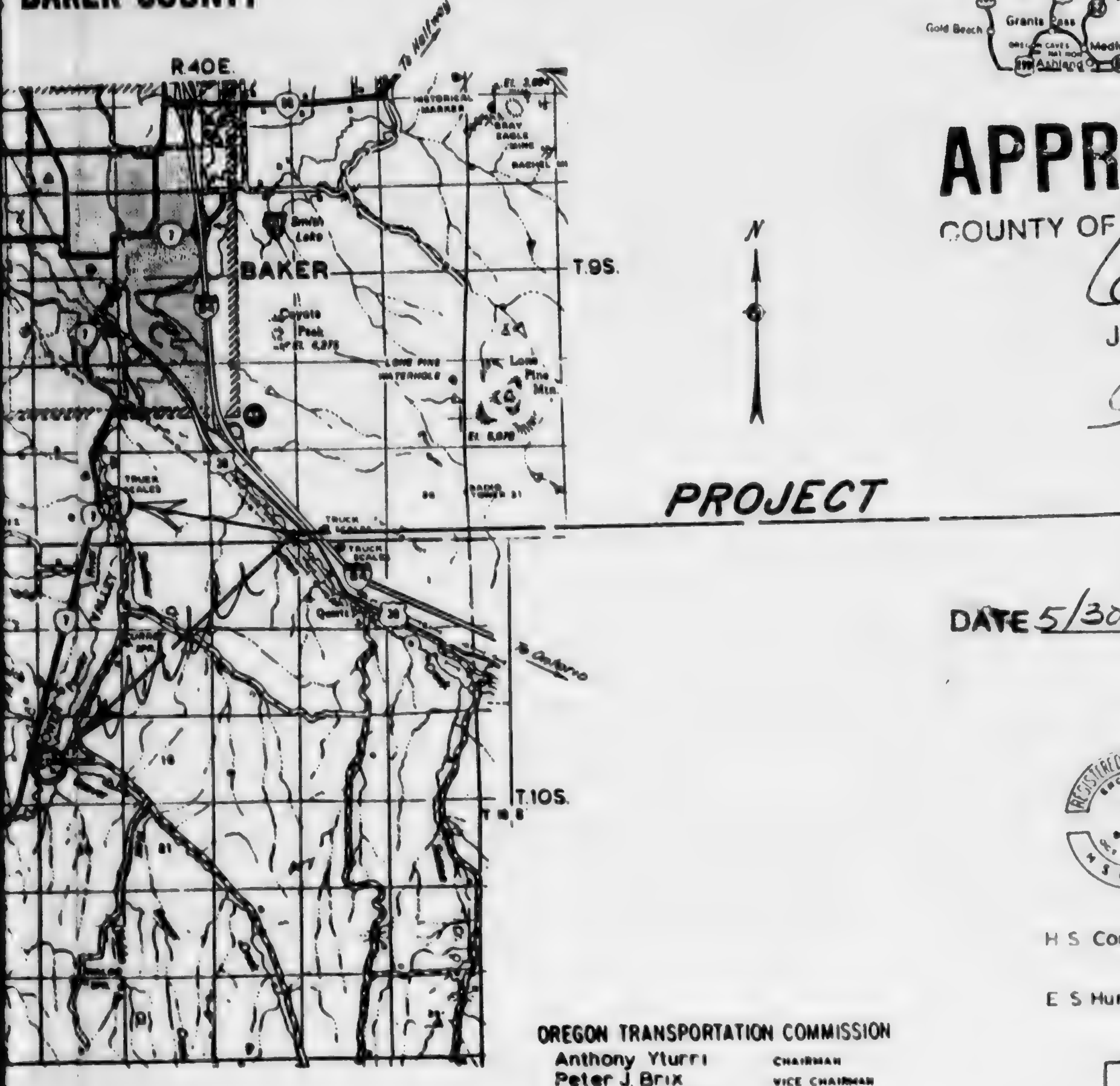
E OF OREGON
T OF TRANSPORTATION
HIGHWAY DIVISION

FOR PROPOSED PROJECT

PRELIMINARY COPY
MAY 22 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

EAVER CR. RD.) BRIDGE SEC.
COUNTY ROAD
BAKER COUNTY


Astoria
Seaside
Tillamook
Forest Grove
Hillsboro
Portland
Hood River
The Dalles
Pendleton
Enterprise
McMinnville
Salem
Lincoln City
Newport
Albany
Corvallis
Madras
Heppner
La Grande
Baker
Waldport
Florence
Eugene
Bend
Redmond
Prineville
Mitchell
Dayville
John Day
Unity
Vale
Nyssa
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Oakridge
Crescent
Burns
Jordan Valley
Gold Beach
Grants Pass
Medford
Klamath Falls
Ashland
Lakeview
Paisley
O R E G O N


R40E.
To Halfway
HISTORICAL MARKER
Smith Lake
BAKER
T.9S.
Coyote Peak
LONE PINE WATERHOLE
Lone Pine Mtn.
TRUCK SCALES
N
PROJECT
To Ontario
T.10S.

etch Map
1 2 Miles

APPROVED BY

COUNTY OF *BAKER*

[illegible]
JUDGE OR CHAIRMAN

Fred W Bunger
COMMISSIONER

Ross K Henderson
COMMISSIONER

DATE *5/30/84*

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N B Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER — DATE

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: April 30, 1984

Barbara B Hopewell

FROM: Barbara Hopewell
Hydraulics Design Specialist

SUBJECT: Powder River (Beaver Cr. Rd.) Bridge #01C202
Beaver Creek Road
Baker County

Versteeg
Anderson
CM Cy Adams
Cy Macnab
Edwards
Terpin
I Trout
Wakerlig

RECEIVED
MAY 1 - 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

The proposed project will replace an existing narrow steel pony truss. The existing bridge was built in 1913. It has a 72-foot span and is supported on vertical concrete abutments.

The proposed structure is to be located 31 feet upstream of the existing bridge. The present bridge will be used as the detour during construction.

HYDROLOGY

The Powder River is a west-east tributary of the Snake River and drains an area of 285 square miles above the proposed bridge site. Runoff from 170 square miles of this drainage area has been regulated by Mason Dam and the Philips Lake Reservoir since October 31, 1967. Powder River Gage #13-275300 located 1,200 feet downstream from Mason Dam was statistically analyzed using a log-Pearson Type III statistical distribution. Sixteen years of records were used starting in 1967 and extending to 1982.

For the remaining unregulated 115 square miles of drainage area between Mason Dam and the bridge site, the Powder River Basin design chart contained in the OSHD Hydraulics Manual was used to determine the recurrence interval vs. peak discharge relationship.

The recurrence interval vs. peak discharge relationship listed below for the bridge site was determined by combining the peak dischages of the regulated and unregulated areas.

Recurrence Interval	Peak Discharge Regulated Area (170 sq. mi.)	Peak Discharge Unregulated Area (115 sq. mi.)	Peak Discharge At Bridge (285 sq. mi.)
100-Year	900 cfs	1180 cfs	2080 cfs
50-Year	840 cfs	1080 cfs	1920 cfs
25-Year	780 cfs	960 cfs	1740 cfs
10-Year	695 cfs	810 cfs	1505 cfs
5-Year	620 cfs	690 cfs	1310 cfs

6/20/84
Lee Kum
says decision made to
use Class 700 Riprap
on slopes & Class 50
at base of vertical
abutments
Don T.

selected

HYDRAULIC DESIGN

The 25-year flood of 1,740 cfs was chosen as the design flood. Two types of replacement structures were investigated: Alternative 'A' with vertical abutments and Alternative 'B' with 1-1/2:1 end slopes. The existing bridge is providing an adequate waterway opening, and there is no backwater problems. The river meanders in the vicinity of the bridge which causes the channel width to vary. Below is a table comparing the existing condition to proposed alternatives.

	Bridge Opening @ Water Surface (Normal to Stream)	Waterway Area (Normal to Stream)	Design Highwater	Upstream Stage Elev.	Backwater
Existing:					
25-Year	48	190	3493.2	3493.6	0.4
100-Year	50	204	3493.6	3494.2	0.6
Alternative A:					
25-Year	63	219	3493.3	3493.3	0.0
100-Year	63	243	3493.7	3493.8	0.1
Alternative B:					
25-Year	59	200	3493.3	3493.5	0.2
100-Year	60	220	3493.7	3493.9	0.2

Historically, debris has not been a problem. It is recommended, however, that the same vertical clearance be maintained.

There is an existing weir just downstream of the existing bridge at the location of the irrigation ditch and diversion box. The weir is tied to the existing westerly abutment. The Irrigation District does not want the weir removed. To avoid having to replace the weir it is suggested the existing westerly abutment be left in place, however, the easterly abutment should be removed.

RIPRAP

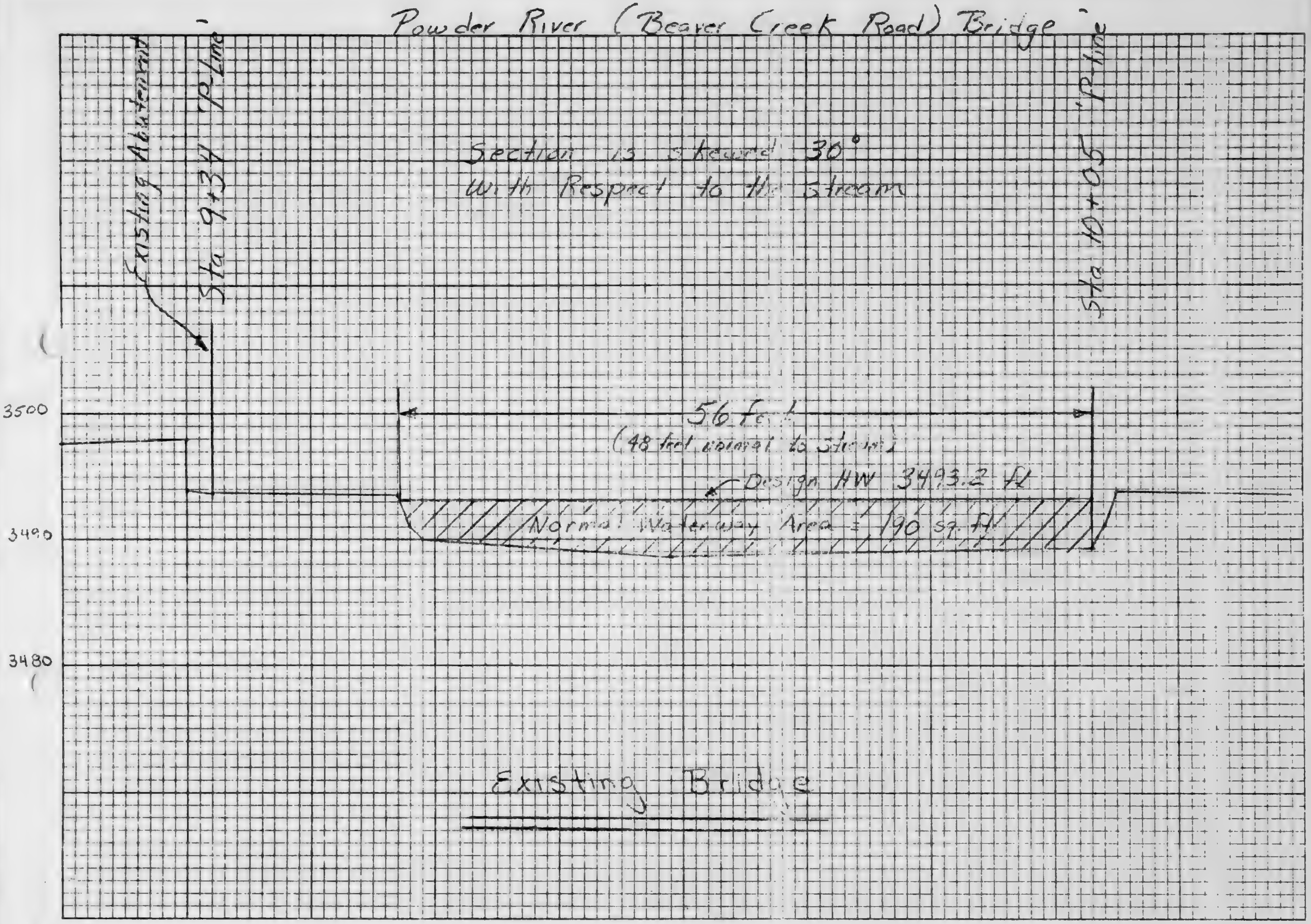
For Alternative 'A' it is suggested that the toe of the verical abutments be protected with a one-foot blanket of Class 50 loose riprap. A filter blanket will not be required.

For Alternative 'B' it is suggested that the fresh fill slopes be protected with three feet thick blanket of Class 700 loose riprap placed with a toe trench. A filter blanket will not be required.

BH:ge
Attachments

cc w/att Frank Terpin
Walt Hart
Jack Davis
Gary Potter
Bob Hector
Don Adams
Herb Schell, FHWA

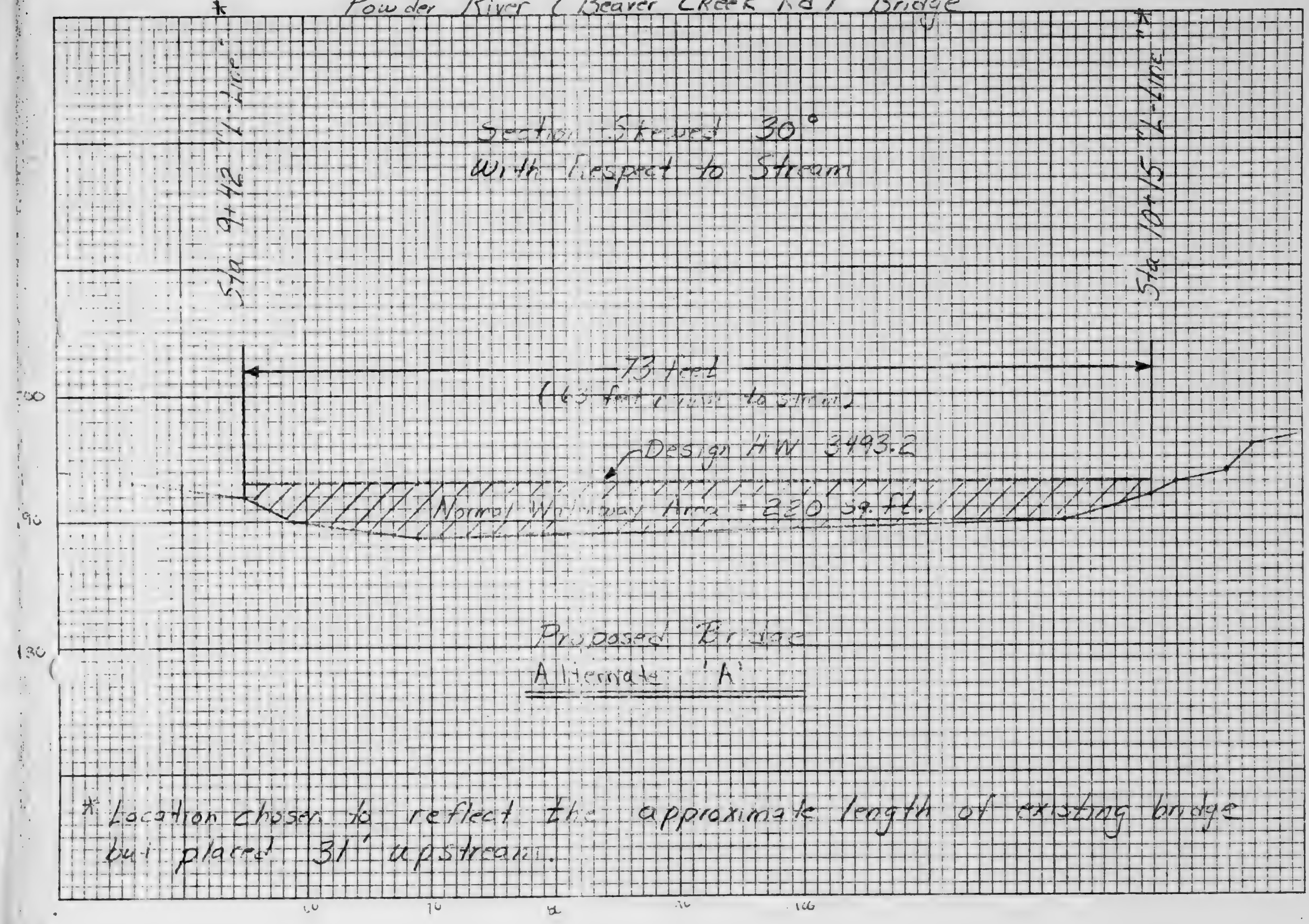
Powder River (Beaver Creek Road) Bridge


Existing Abutment
Sta 9+34 'P-Line'
Sta 10+05 'P-line'
Section is skewed 30°
With Respect to the Stream
56 feet
(48 feet normal to stream)
Design HW 3493.2 ft
Normal Waterway Area = 190 sq. ft
3500
3490
3480

Existing Bridge

CLEARPRINT CHARTS
CLEARPRINT PAPER CO. NO. C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015

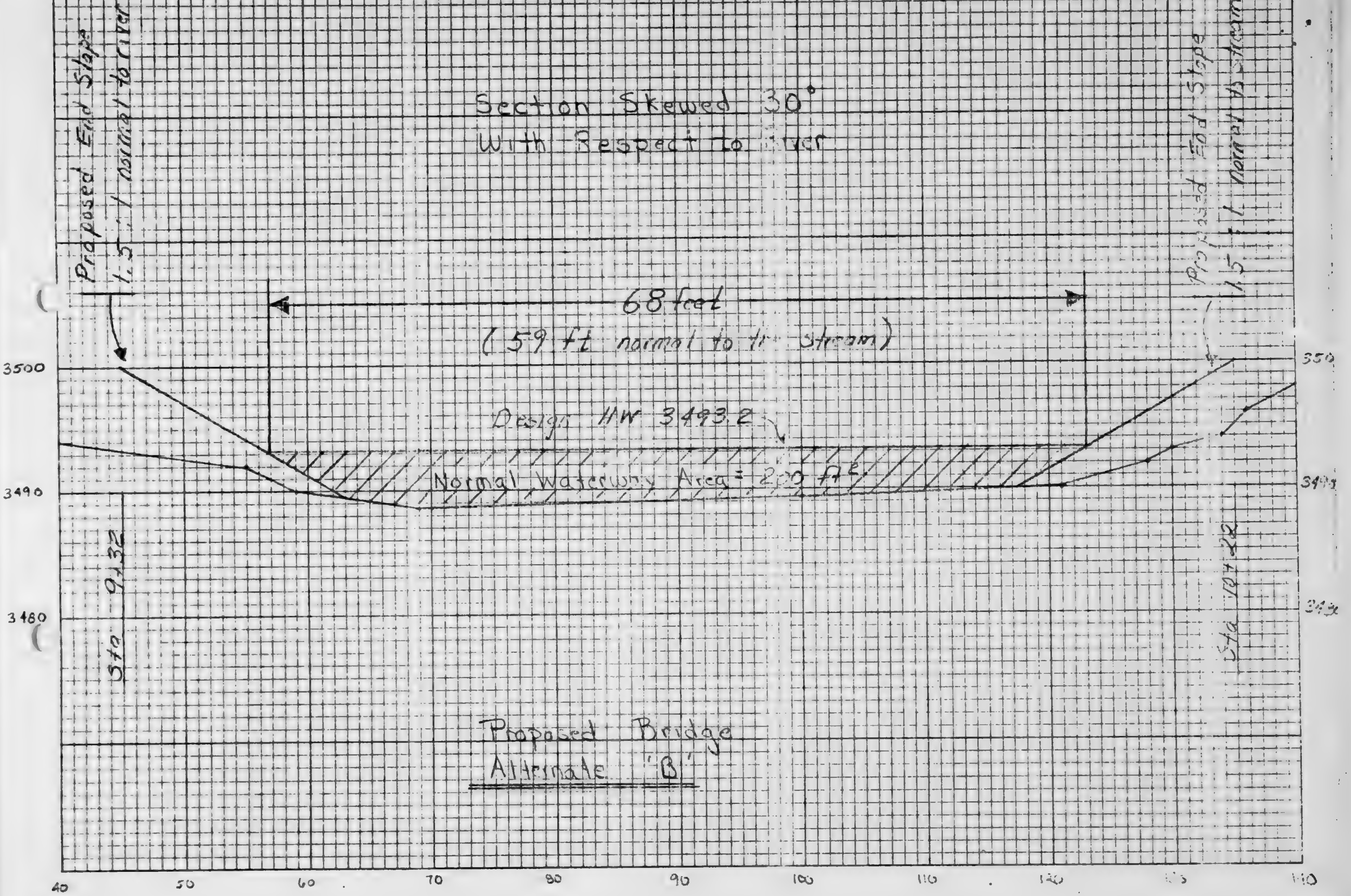
Powder River (Beaver Creek Rd) Bridge


*
Sta 9+42 "L-Line"
Sta 10+15 "L-Line" *
Section Skewed 30°
With Respect to Stream
73 feet
(65 feet normal to stream)
Design HW 3493.2
Normal Waterway Area = 220 sq. ft.
Proposed Bridge
Alternate 'A'
100
90
130
60
70
80
90
100

* Location chosen to reflect the approximate length of existing bridge but placed 31' upstream.

CLEARPRINT PAPER CO. NO. C3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. CLEARPRINT CHARTS PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015

Powder River (Beaver Creek Rd) Bridge


Section Skewed 30°
With Respect to River
Proposed End Slope
1.5 : 1 normal to river
68 feet
(59 ft normal to the stream)
Design HW 3493.2
Normal Waterway Area = 200 ft²
Proposed End Slope
1.5 : 1 normal to stream
Sta 9+32
Sta 10+22
Proposed Bridge
Alternate 'B'
3500
3490
3480
3500
3490
3480
40
50
60
70
80
90
100
110
120
130
140

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR ( )
Discharge	cfs	1740	2080		2480
	m^3/s				
Frequency – yrs.		25	100		500
H.W. Elevation Natural Channel	ft.	3493.3	3493.7		3494.5
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	8.0	8.6		9.2
	mps				
Headwater Elevation	ft.	3493.3	3493.8		3493.6
	m.				
Tailwater Elevation	ft.	3493.3	3493.7		3493.5
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: ALTERNATIVE 'A'

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

COMPILED BY: Barbara Hopewell

DATE: April 30, 1984

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	1740	2080		2480
Frequency – yrs.	25	100		500
H.W. Elevation Natural Channel ft. / m.	3493.3	3493.7		3494.5
H.W. Elevation Channel Change ft. / m.				
Average Velocity fps / mps	8.8	9.5		10.1
Headwater Elevation ft. / m.	3493.5	3493.9		3494.7
Tailwater Elevation ft. / m.	3493.3	3493.7		3494.5

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: ALTERNATIVE 'B'

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

COMPILED BY:	DATE:
Barb Hopewell	April 30, 1984

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: April 6, 1984

TO:
Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

Frank E. Terpin

FROM:
Frank E. Terpin, P.E., P.L.S.
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters

Section: Powder River (Beaver Creek Road) Bridge
Highway: County Road
County: Baker County

This letter, with the attached document, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

If additional information is needed, please contact Donald E. Keyes, Location Unit, 212 Transportation Building, Salem, OR 97310, telephone 378-6265.

Attachment

cc D. E. Wilken
J. H. Versteeg
W. J. Hart
C. M. Gilmour
D. E. Keyes

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
✓ Trout
Wakerlig

RECEIVED
APR 9 1984
ROAD DESIGN
SECTION

Do Not File
Return to
Bring Up
Action

[illegible]

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section:	Powder River (Beaver Cr. Road) Bridge	Date	March 19, 1984
Highway:	County Road, Beaver Creek Road	Traffic Coefficient	*
County:	Baker	18 kip EAL's per day	*
Prefix:	201-1975	R Value	13
Project Manager:	Joe Schlieski	Frost Penetration	36"±
		CBE Total Requirement	*

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS *	COMPONENT	CREDIT
4.0"	Aggregate Leveling (3/4"-0)	4.0"
14.0"	Grid Rolled Aggregate Subbase	11.0"
18.0"		15.0"

* The thickness shown is adequate for a gravel surfaced roadway.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Program Section /
Region Federal Aid Specialist

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________
FOR ________________

Attention: County-City Unit 3-14-84

Subject: Federal Aid Project No. BROS-0100(4)

Project Name: Powder River (Beaver Cr. Rd.) Bridge #01C202

Regarding the above refered to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city or county in accordance with said act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe, and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the aboved referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Baker, Oregon, this 14 day of March, 1984

City/County of Baker

Mayor/County Judge/chairman

Fred W

Councilman/Commissioner

Councilman/Commissioner

Certified By Howard Brainard
Region R/W Supervisor
april 11, 1984

Instructions: Complete A or B and C.
R/W File No. ____________
Rev. 1/74

November 3, 1983

PRO

Baker County Court
Attn: Dick Traw, Co. Rdmstr.
Courthouse
Baker, OR 97814

Subject: Powder River (Beaver Crk. Rd.) Br.
Bridge #01C202

Dear Mr. Traw,

The Federal Highway Administration has approved the Preliminary Engineering (P.E.) for this bridge replacement project #BROS-0100(4). The County's advance deposit will be:

Total P.E.	$ 26,000.00
Federal Share	20,800.00
State Share (Bridge Design)	1,300.00
County's Share	$ 3,900.00

Please make your advance deposit in the amount of $3,900.00 and send it in according to one of the three methods on the attached sheet.

Sincerely,

Gary A. Potter, Manager
Program Section

HR:bkb
Attachments

RECIEVED
11-21-83
check

bcc: w/AD 83-101

Roger Lang, Region 5
Vern Skoog - Please return completed AD 83-101
when advance deposit is received.

9889

nig

U. S. DEPARTMENT OF TRANSPORTA ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0100(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
10-17-83

4. PROGRAM NO.

5. ITEM NO. 40011

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-19-83

8. FEDERAL ROUTE NUMBER Non-Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
POWDER RIVER (BEAVER CREEK ROAD) BRIDGE SECTION #01C202

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* including archeological salvage and utility preparatory work TEC $26,000; FF $20,800.

13. REMARKS

As requested by Mr. Swan's PEA dated October 5, 1983. Project is subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 25 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig ✓ 10/25

14. DATE 10-19-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd., Approx. 2.5 mi. S. of Baker "Powder Riv. (Beaver Cr. Rd.) Br. Sec."	117	40011	BROS-0100(4)	N Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Baker Code 001

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ______

Dist. 13 Cl. Ho. ..... Exempt X Date Approved ______ No Reply ___

Project Environmental ~~Assessment~~ Action: FHWA Concurrence Dated 9-21-83

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) Structure No. 01C202.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 26,000
FF 80%	$ 20,800
STATE	$ 1,300
Co.	$ 3,900

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:

1) Enclosed is a copy of Authority for Survey and project maps.
2) Included in approved bridge replacement inventory with a sufficiency rating of 25.0.

CL:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-5-83	D.E. SWAN	PROJECT UNIT ENGINEER

9889

October 5, 1983

Baker County Court
Third & Court Streets
Baker, OR 97814

AGR

Attention: Julia Woods
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 79

Gentlemen or Ladies:

Attached for your records are fully executed copies of agreements covering the following projects:

Powder River (Beaver Creek Road)
Powder River (McCarty) Bridge

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

Attachments

bc: Gary Potter (2 agree. att.)

FKN:kjm

N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Baker Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Powder River (Beaver Creek Road) Bridge

REGION: 5

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 201-1975

DATE:

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 7,000	$ 7,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,000	938 REGION ENVIRONMENT	200	200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	6,000	6,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN		5,000	929 Free Br Specs.		1,500
914 REGION UTILITY LIAISON	300	300	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 26,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER: BROS-0100(4)

LOCATION ENGINEER'S REMARKS

This project 100% local match.
County requests free bridge design/specifications as defined by Oregon Revised Statutes.

1 Versteeg
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig
5 Molly

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY (field) Roger C Lang	DATE	APPROVED, ASST. HIGHWAY ENGINEER ~~FOR~~ OPERATIONS X	DATE 10/3/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 1-27-83
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-19-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Powder River (Beaver Creek Road) Bridge #01C202	KEY ID # REGION 5

STATE HIGHWAY # N/A	HIGHWAY NAME County Road	MILE POST FROM TO	LENGTH 0.1 mi. ±
☐ URBAN ☒ RURAL	CITY	COUNTY Baker	ROAD/STREET NAME Beaver Creek Road
ROUTE # N/A	FEDERAL AID # OFF SYSTEM	APPLICANT (IF OTHER THAN STATE) Baker County	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 26 ~~18~~	GRADING	(✓)	X	FILES (#)	
RIGHT OF WAY		$ 5	PAVING	(✓)		ACRES (#)	0.2 ±
ROADWAY	$ 10		STRUCTURES	(✓)	X	RELOCATIONS (#)	
STRUCTURES	$ 86 ~~95~~		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 6					RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$ 38 ~~42~~		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 140 147	WORK TYPE	(1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 171 ~~170~~					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/84	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	20-75	
YEAR OF AVERAGE DAILY TRAFFIC	est 1983	

DEFINE THE PROBLEM

Existing structure has exceeded expected design life. Structure appears on National Inventory of deficient bridges SR 25.0.

PROPOSED SOLUTION

Construct prestressed reinforced concrete bridge, widen roadway as required to meet new bridge.

REQUESTED, REGION ENGINEER X	DATE 8-15-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Powder River (Beaver Creek Road) Bridge

REGION 5

PROJECT JUSTIFICATION

This structure has been a long standing priority of Baker County. Lack of funding source has delayed replacement.

The existing structure is failing, will not support legal loads and is of substandard width. A detour will be required to maintain service for area residents.

Construction problems may be encountered because of irrigation dam (weir) adjacent to down stream edge of bridge. Explore possibility of utilizing end bents. Commercial sources or County rock should be used for surfacing. County will negotiate for detour easements.

This structure is shown in the National Inventory of deficient bridges, SR 25.0 and is included in the FY 1984 HBR OFF SYSTEM Program.

This project is consistent with the County's bridge replacement program.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 · PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Powder River (Beaver Creek Road) Bridge

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	S	FLOOD PLAIN	N	CULTURAL RESOURCE	N S
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

COMPANIES: Irrigation - name unknown

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED 35	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							14 12 ~~14~~	x	14 12 ~~14~~							

PROPOSED (MINOR WIDENING AT BRIDGE)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	72	24	86.000 ~~95~~,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date [illegible]

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

POWDER RIVER (BEAVER CREEK ROAD) BRIDGE

REGION

5

ESTIMATED RIGHT-OF-WAY IMPACTS

A construction easement of less than one acre will be acquired for temporary construction access.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Project is consistent with County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will not be affected. Safety will be improved as the existing structure is not only of substandard width, but is failing and will not support legal loads.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no adverse impact as no in-stream construction is anticipated. However, construction problems may be encountered because of a low irrigation dam (Weir) situated adjacent to the downstream edge of the bridge. Dam is tied into the existing end bents, thus the possibility of utilizing existing end bents for new structure is being explored.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. Bridge is a steel pony truss constructed in 1913. A preliminary determination has been made that it is not eligible for the National Register.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

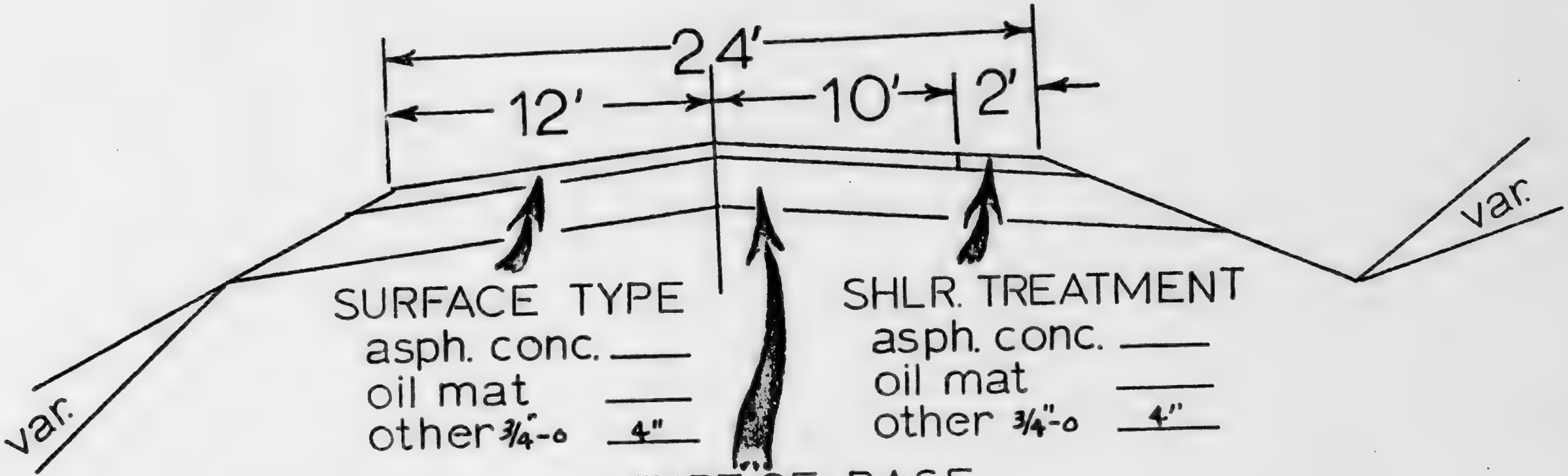
The proposed project is a bridge replacement requiring only a temporary construction easement for detour (less than 1 acre). No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

Cultural Resource Survey

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	September 21, 1983

PROPOSED
TYPICAL SECTION
(BRIDGE CONNECTION)

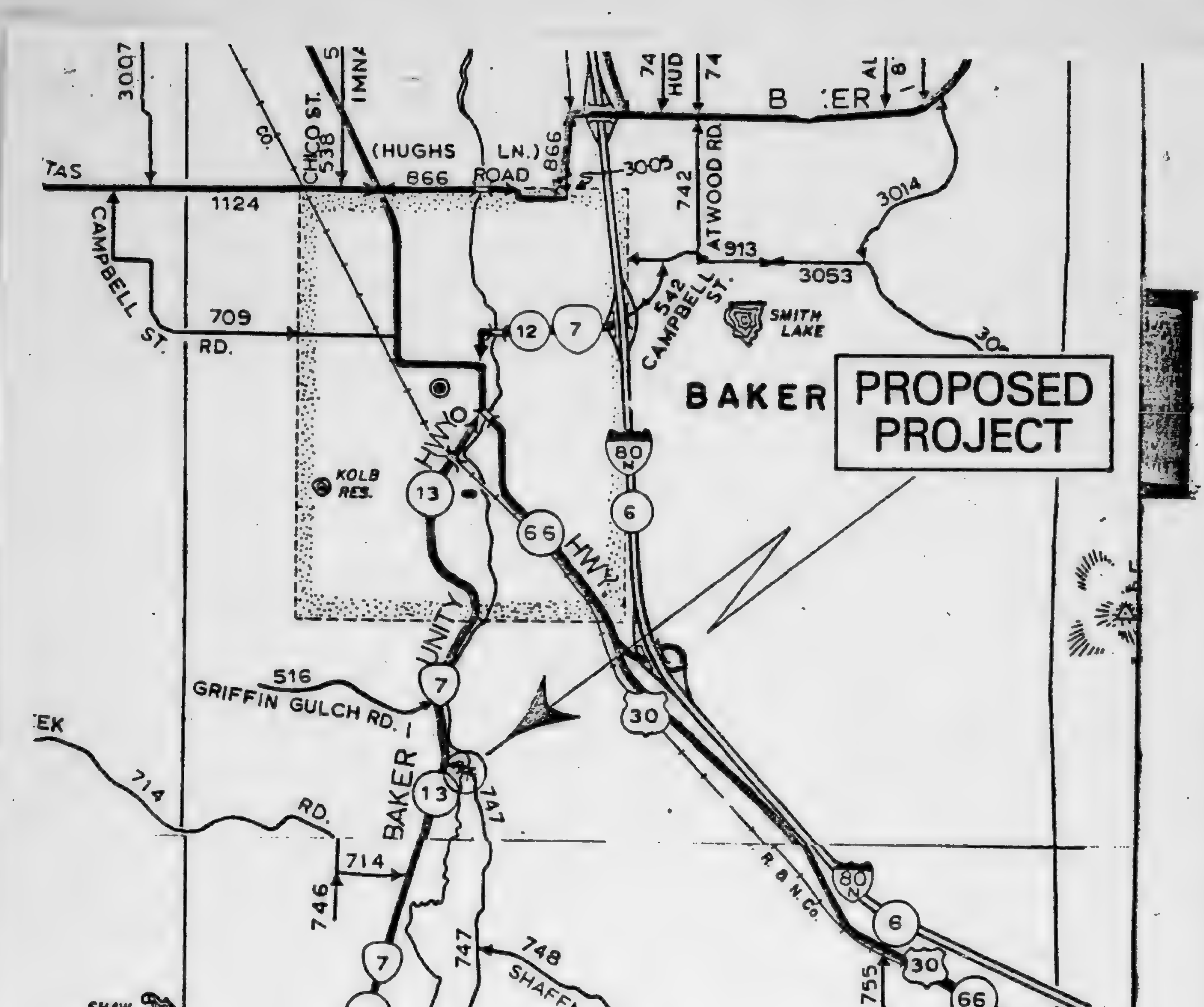


SURFACE TYPE
asph. conc. ____
oil mat ____
other 3/4"-0 4"

SHLR. TREATMENT
asph. conc. ____
oil mat ____
other 3/4"-0 4"

TYPE OF BASE
LIME STABILIZED ____
PIT OR QUARRY RUN 14"
CRUSHED AGG'R. ____

(NOTE: Westerly app'r. 27'±,
Easterly app'r. 19'+)


PROPOSED PROJECT
BAKER
3007
5
IMNA
CHICO ST. 538
(HUGHS LN.)
866 ROAD
866
3003
74
HUD
74
742
ATWOOD RD.
B ER
AL
8
TAS
1124
3014
CAMPBELL ST. RD.
709
913
3053
542 CAMPBELL ST.
SMITH LAKE
12
7
HWY. 10
80 N
6
KOLB RES.
13
66
HWY.
UNITY
516
GRIFFIN GULCH RD.
7
EK
714 RD.
BAKER
13
747
30
714
746
R. & N. Co.
80 N
6
748
SHAFFNER CREEK ROAD
747
7
13
30
755
66
SHAW NORTH RES.
RIVER
HWY.
753
748
666
BEAVER
ROAD
722 RD.)
POWDER
763
747
T10S
687
678

.9049

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

September 13, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
Powder River (Beaver Cr. Rd.) Br.
County Road
Baker County
BROS-0100(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour
Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
September 23, 1983

CONCUR:
9/21/83
for Division Administrator Date
FHWA OREGON DIVISION

CMG:lm

Attachments (4)

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Cost & Records Spec
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Clayton Ansell
Don Keyes

Form 734-3122

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
POWDER RIVER (BEAVER CREEK ROAD) BRIDGE

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

A construction easement of less than one acre will be acquired for temporary construction access.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Project is consistent with County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will not be affected. Safety will be improved as the existing structure is not only of substandard width, but is failing and will not support legal loads.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no adverse impact as no in-stream construction is anticipated. However, construction problems may be encountered because of a low irrigation dam (Weir) situated adjacent to the downstream edge of the bridge. Dam is tied into the existing end bents, thus the possibility of utilizing existing end bents for new structure is being explored.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. Bridge is a steel pony truss constructed in 1913. A preliminary determination has been made that it is not eligible for the National Register.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

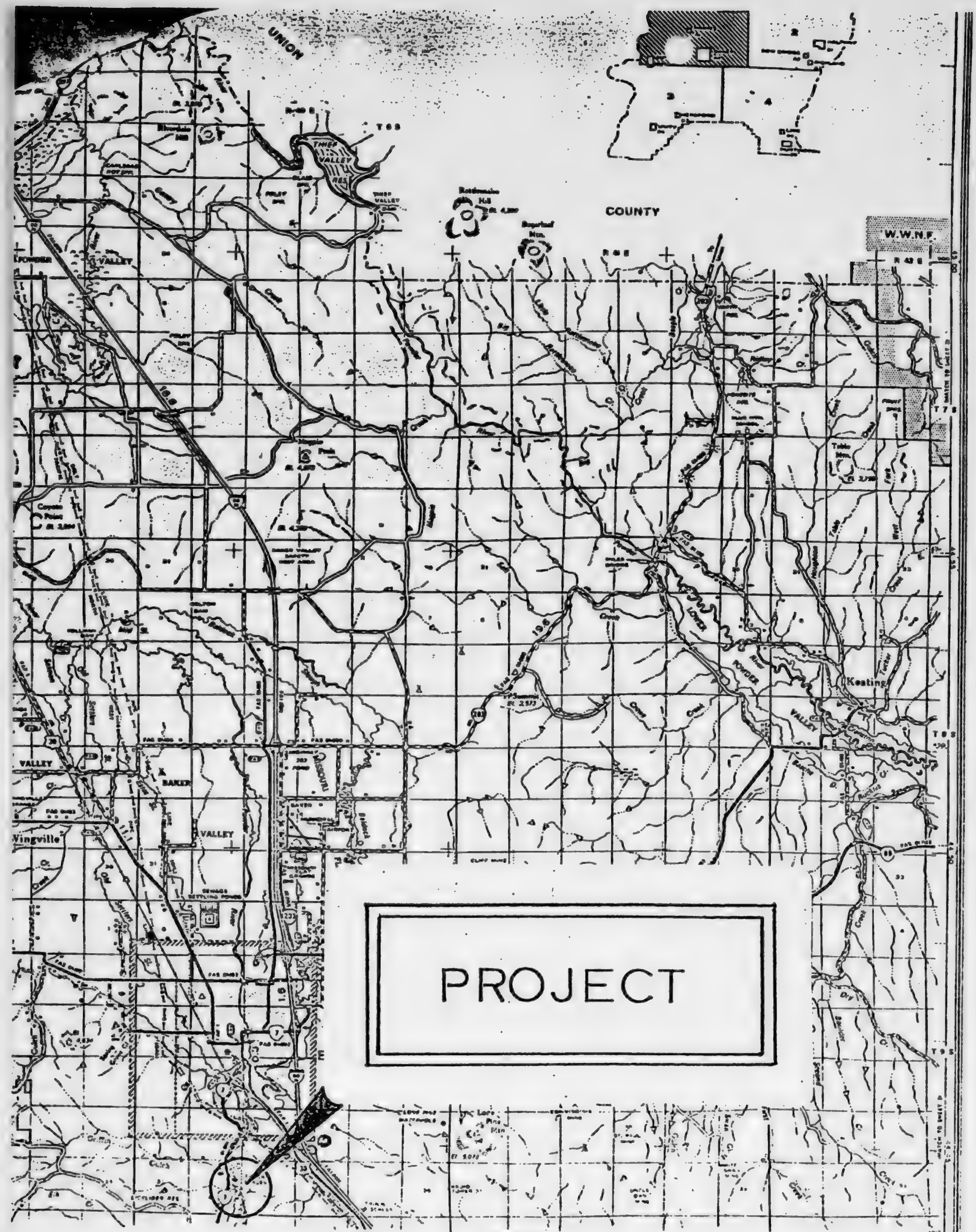
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement requiring only a temporary construction easement for detour (less than 1 acre). No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

Cultural Resource Survey

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	September 21, 1983


UNION
COUNTY
W.W.N.F.
POWDER
VALLEY
Keating
BAKER
VALLEY
Wingville
PROJECT
T 7 S
T 8 S
T 9 S
R 40 E
R 41 E
R 42 E

9887

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. E. Swan
Operation Programming Engineer

DATE: August 12, 1983

SUBJECT: HBR Project Requests
Project Prospectus, Part 1, 2 and 4

Enclosed are Federal Aid Project Requests submitted by Baker County and Project Prospectus, parts 1, 2 and 4 prepared by this office for the following structures:

BRIDGE	HIGHWAY	ROAD NAME	BRIDGE NUMBER
Pine Cr.	County Rd.	Deer Cr. Butte (aka Dead Cow Butte)	01C834
Powder Rv.	County Rd.	Beaver Cr.	01C202
Powder Rv.	*County Rd.	McCarty	01C007

*Note: County identified this structure for replacement.
Bridge Selection Committee inadvertently showed Br. No. 01C208)

Part 3, Project Environmental Classification is in the process of being compiled for each of the structures and will be forwarded upon completion.

Please take the necessary action to place these projects in line for drafting of the required agreements.

Roger C. Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/vc
Enc.
cc: The Hon. Larry Smith
Rick Traw
J. A. Schlieski
Harold Brainerd
John Preston

PROJECT [illegible]
K ✓
Tindall

8-18
COPIES TO
LOCATION
FED AID

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Powder River (Beaver Creek Road) Bridge

REGION
5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	S	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#)		NEW (#)	

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES		(LIST BELOW)

COMPANIES
Irrigation - name unknown

DESIGN SPEED	DESIGN STANDARDS
35	AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
							14	×	14							
							14		14							

PROPOSED (MINOR WIDENING AT BRIDGE)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	72	24	95,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

SECTION Powder River (Beaver Creek Road) Bridge	KEY ID#
	REGION 5

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX	DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 7,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT	200	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	6,000		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	300		932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX		TOTALS	$	$
FEDERAL AID PROJECT NUMBER		PREVIOUS AUTHORIZATION		$
		ADD. AUTH. REQUIRED		$

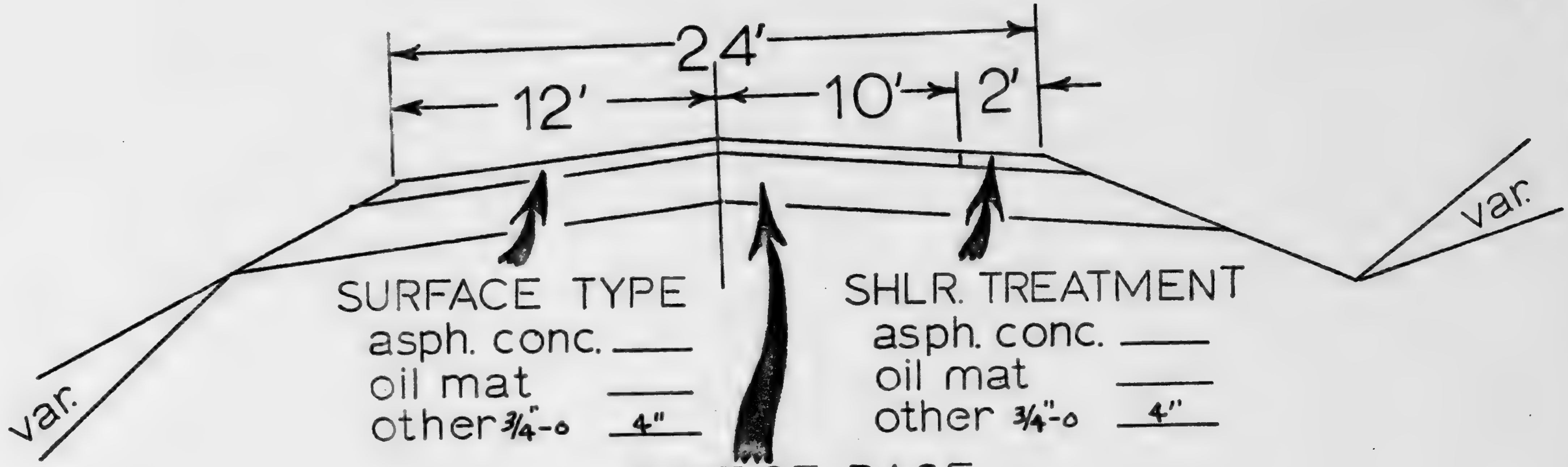
LOCATION ENGINEER'S REMARKS

This project 100% local match.
County requests free bridge design/specifications as defined by Oregon Revised Statutes.

PREPARED BY (field) Roger C Lang	DATE 8 5-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 8-15-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROPOSED
TYPICAL SECTION
(BRIDGE CONNECTION)



SURFACE TYPE
asph. conc. ____
oil mat ____
other 3/4"-0 4"

SHLR. TREATMENT
asph. conc. ____
oil mat ____
other 3/4"-0 4"

TYPE OF BASE
LIME STABILIZED ____
PIT OR QUARRY RUN 14"
CRUSHED AGG'R. ____

(NOTE: Westerly app'r. 27'±,
Easterly app'r. 19'+)

9889

FEDERAL AID PROJECT REQUEST

Date 8-2-83

Applicant Agency Baker County
Request for: Off-System____, FAS-C____, FAUS____ Project HBR OS
Federal Aid Route No.____ Route Name Beaver Cr. Rd. No.747
Project Name Powder River (Beaver Cr. Rd.) Br.Sec.

Project Length____ Project Location (Attach sketch map)
Project Description Remove existing structure, construct prestressed reinforced concrete slab span structure

Average Daily Traffic 20 - 75 (est.) Design Speed 35
Gravel Road

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 27+ Travel Lanes 2 Shoulders____
Medians None Parking____
Sidewalks None
Remarks Gravel Road

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' + [illegible] Travel Lanes 2 Shoulders____
Medians None Parking____
Curbed None Length Curb Radii____
Sidewalk/Bikeway No. Remote rural area does not warrant construction
Remarks Retain Gravel surface, widen as required-Low volume road

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No____

3. Will additional right-of-way be needed? Yes X No____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks County will attempt to obtain doantion R/W Will request reimbursement if unsuccessfull.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location NONE
Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? By Applicant

4. **Permanent Striping:**

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Powder River (Beaver Cr. Rd.) Br. No. 01C202
Type Steel Pony Truss
Approach Roadway Width 20 Shoulder Width
Length 72 Width 18'
To remain in place? No

2. **Proposed Structure:**

Location Powder River (Beaver Cr. Rd.)
Approximate Size: Length 72 Width 24

* Are sidewalk/bikeways desired: NO

* Are any utilities to be attached to structure? NO

* Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? Irrigation Dam (Wier) under north edge of bridge

Remarks Explore possibility of using existing step face end bents which appear in good shape

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes________ No XX

   Name of Railroad________

   Existing Crossing Protection________

2. Will existing railroad crossing be altered?________

   Remarks Salvage old bridge for use by the county

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	**Citizen Involvement**	Hon, Larry Smith, County Judge Office
2.	**Environmental**	" " " " " Office
3.	**Public Hearing**	" " " " " Office

Remarks________

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant________ State XX Consultant________

* Contacted Roadmaster, these items inadvertently omitted
LCL

2. Project construction engineering to be performed by:

Applicant________ State XX Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes XX No________

If "yes," describe briefly: Will attempt to obtain donation R/W

4. Applicant's estimate of cost for requested project: (72x24)

Roadway Work	$ 10,000.00
Right-of-way costs (if participating)	5,000.00
Traffic control	
Illumination	
Structures	95,000.00
Railroad	
Other 40% Engr. & Conting	42,000.00
Preliminary engineering	17,800.00
PROJECT TOTAL	$ 169,800.00

Remarks County request free brdige design/Specifications as stipulated by Oregon Revised Statutes. County request August contract letting.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

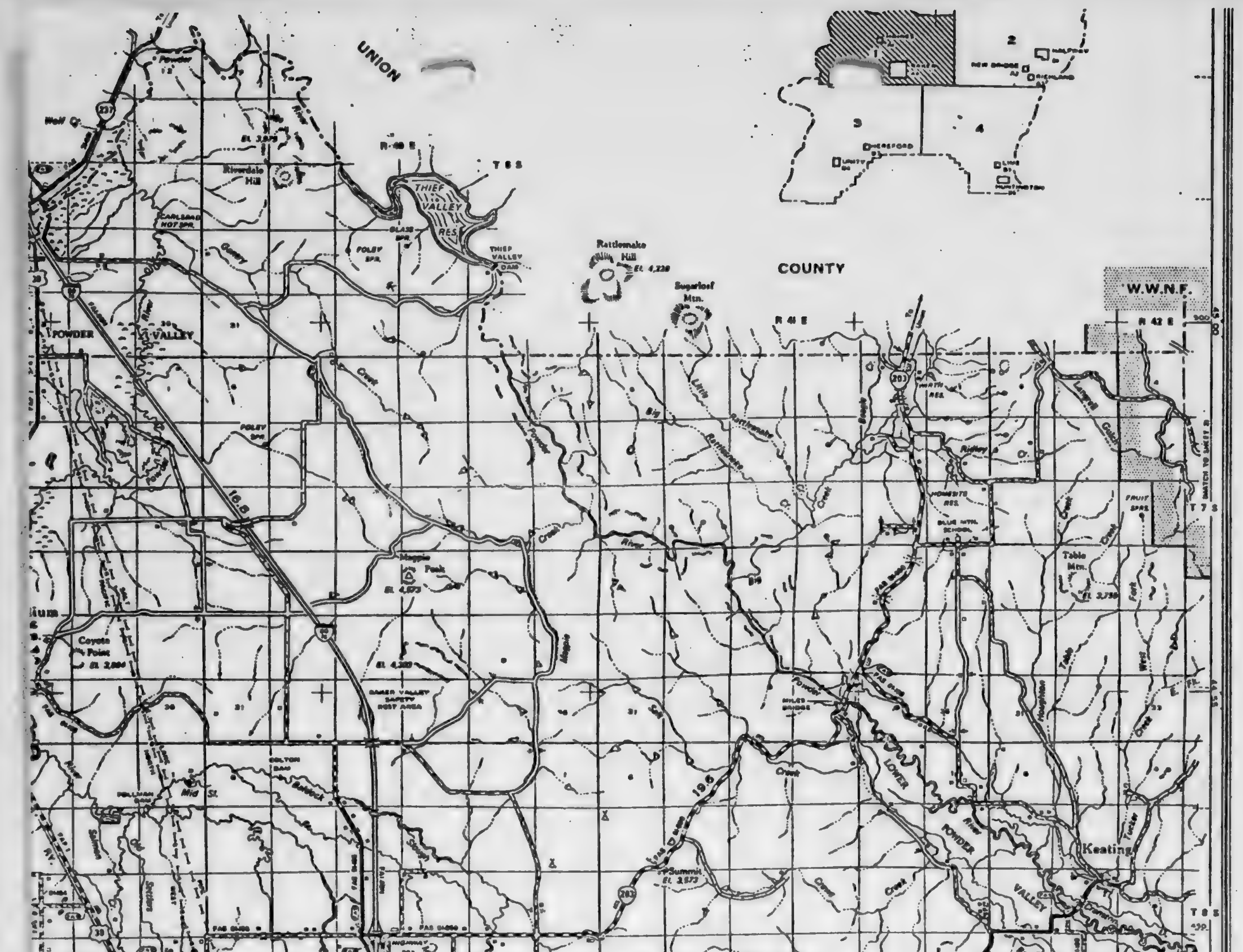
CITY OF ________________ and/or Baker COUNTY

By________________ By Larry L Smith

By________________ By Fred W Rig

By Bu K Dunleavy

(1976)


UNION
COUNTY
W.W.N.F.
Thief Valley Res.
Thief Valley Dam
Rattlesnake Hill
Sugarloaf Mtn.
Riverdale Hill
Powder Valley
Magpie Peak
Coyote Point
Baker Valley Safety Rest Area
Colton Dam
Lower Powder Valley
Keating
Summit
Table Mtn.
Fruit Spr.
Wingville
Baker
Valley
Missouri
Baker Municipal Airport
Sewage Settling Ponds
Cliff Mine
Lone Pine Mtn.
Griffin
Gulch
Elk
PROJECT
R 40 E
R 41 E
R 42 E
T 6 S
T 7 S
T 8 S
T 9 S
Match to Sheet 21
Match to Sheet 41
2
3
4

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 1 ROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

•SECTION Powder River (Beaver Creek Road) Bridge #01C202			KEY ID # REGION 5
STATE HIGHWAY # N/A	HIGHWAY NAME County Road	MILE POST FROM TO	LENGTH 0.1 mi. ±
☐ URBAN ☒ RURAL	CITY	COUNTY Baker	ROAD/STREET NAME Beaver Creek Road
ROUTE # N/A	FEDERAL AID # OFF SYSTEM	APPLICANT (IF OTHER THAN STATE) Baker County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 18	GRADING (✓)	X	FILES	(#)	
RIGHT OF WAY		$ 5	PAVING (✓)		ACRES	(#)	0.2 ±
ROADWAY	$ 10		STRUCTURES (✓)	X	RELOCATIONS	(#)	
STRUCTURES	$ 95		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$ 42		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 147	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 170					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 84	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	20-75	
YEAR OF AVERAGE DAILY TRAFFIC	est 1983	

DEFINE THE PROBLEM
Existing structure has exceeded expected design life. Structure appears on National Inventory of deficient bridges SR 25.0.

PROPOSED SOLUTION
Construct prestressed reinforced concrete bridge, widen roadway as required to meet new bridge.

REQUESTED, REGION ENGINEER X	DATE 8-15-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 7-5-83	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS
PART 1 — P[illegible]ECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Powder River (Beaver Creek Road) Bridge

REGION
5

PROJECT JUSTIFICATION

This structure has been a long standing priority of Baker County. Lack of funding source has delayed replacement.

The existing structure is failing, will not support legal loads and is of substandard width. A detour will be required to maintain service for area residents.

Construction problems may be encountered because of irrigation dam (weir) adjacent to down stream edge of bridge. Explore possibility of utilizing end bents. Commercial sources or County rock should be used for surfacing. County will negotiate for detour easements.

This structure is shown in the National Inventory of deficient bridges, SR 25.0 and is included in the FY 1984 HBR OFF SYSTEM Program.

This project is consistent with the County's bridge replacement program.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

7227

Baker Co

STATE OF OREGON

ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

DES 16

TO: Joseph A. Schlieski
Resident Engineer

DATE September 29, 1981

FROM: Norman Henry
Don Stoudenmeyer
Design Engineer Supervisor

SUBJECT: Powder River (Beaver Creek Road)
Bridge Section
County Road
Baker County

I have recently had an opportunity to review your "Construction Narrative Report" concerning the subject project.

We find these reports both informative and helpful. The construction insights you provide help us, we feel, to improve the quality of the projects we work on.

I thank you for the time you spent in compiling this timely and succinct report.

DNS:rlr

RECEIVED
SEP 29 1981
ROAD DESIGN SECTION

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

Do Not File
Return To
Bring Up
Action

1984 E. Ptld. Frwy-Clackamas Hwy. 9890
Sec, E. Ptld Frwy. Near SE of Ptld.
(gr, pav, sig.)

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 12/3/86	REPORT MADE BY 12-3-86 Larry Heil, Assistant Area Engineer		PROJECT NO. IR-205-7(97)303
COMPLETION DATE (Actual) 5/31/85	ACCEPTANCE DATE BY CONRTACT AGENCY 6/16/86	TIME ELAPSED 87 %	CONTRACT TIME 60 C.D. But not later than 7/31/85

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

EAST PORTLAND FREEWAY @ CLACKAMAS HIGHWAY
EAST PORTLAND FREEWAY
Grading, Paving & Signals

This project provided for widening the northbound off-ramp to a two lane off-ramp, installing signals at the intersection of the off-ramp and Highway 212 (Clackamas Highway).

The contract was awarded to Donald Eudaly, DBA Eudaly Bros. on September 27, 1984. Work started April 8, 1985 and was completed May 31, 1985. A final inspection of the completed work was made June 5, 1985 with Marion Craft and Earl Mershon; OSHD. Final project cost overran the original authorization by 6%.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
W. E. SCHWART

Vg
12/11

RECEIVED
STATE HWY ENGR
DEC 10 '86
REFER TO Fredrickson
FOR:
Info Invest S/D File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE G. K. Hoesner	
TITLE Assistant Area Engineer	DATE 12-8-86	TITLE District Engineer A	DATE 12/9/86

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9890

June 23, 1986

CON 5 - #9890

Industrial Indemnity Company
  of the Northwest
421 S.W. 6th Avenue
Portland, OR 97024

Contract No. 9890 awarded to Donald Eudaly, Inc. dba Eudaly Bros. for work on the East Portland Freeway at Clackamas Highway in Clackamas County was completed on January 21, 1986, and accepted by the State Highway Division on June 16, 1986.

Final payment in the amount of $1,836.70 will be released to the contractor after June 30, 1986. The total contract amount is $159,535.70 including $2,257.75 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Donald Eudaly, Inc.
dba Eudaly Bros.
6920 N.E. 42nd
Portland, OR 97218

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

9890

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9890

TO: Robert Gormsen
Manager, Commission Services

DATE: June 16, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9890, On Site Work Substantially Completed May 31, 1985

All Work Completed January 21, 1986

Project E. Portland Freeway @ Clackamas Hwy.

Highway East Portland Freeway

County Clackamas

Type of Work Grading, Paving and Signals

Contractor Don Eudaly dba Eudaly Bros.

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

noted
RWGormsen

6-23-86 - Surety letter written.

RECEIVED
JUN 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: E. Portland Freeway @ Clackamas Highway

WEEK ENDING: January 11, 1986

SECTION PREFIX: CO9890

HIGHWAY: E. Portland Fwy.

COUNTY: Clackamas

NAME OF JOB: E. Portland Fwy. @ Clackamas Hwy

KIND OF WORK: Grade, Pave, Signals

CONTRACTOR: Don Eudaly, dba Eudaly Bros.

CONTRACT NUMBER: 9890

FEDERAL AID PROJECT NUMBER: IR-205-7(97)303

DATE OF CONTRACT: SEPTEMBER 27, 1984

DATE WORK STARTED: April 8, 1985

ESTIMATED COMPLETION DATE: n/a

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: n/a

WORK DAYS USED: n/a

SPECIFIED CALENDAR DAYS: 60*

CALENDAR DAYS USED: 54

SPECIFIED COMPLETION DATE: *or By 7-31-85

PERCENT OF TIME ELAPSED: 90

PROJECT AUTHORIZATION: $ 178,941.83

EXCLUSIVE OF ENGINEERING: $ 164,752.61

ENGINEERING AUTHORIZATION: $ 14,189.22

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 166,694.00

ENGINEERING COST TO DATE: $ 22,750.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 107

ESTIMATED PERCENT: OVERRUN [redacted] 2 %

PERCENT OF AUTHORIZATION: 160 %

DATE PROJECT WAS COMPLETED: May 31, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signs	Traffic Signals
100	100	100	100	100		100	0

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.15	0.15			0.15
MILES PARTIALLY COMPLETED	0.15	0.15			0.15
MILES COMPLETED	0.15	0.15			0.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	286 cy	1,020 tn			515 tn
TOTAL QUANTITIES CORRECTED TO DATE	258 cy	1,158 tn			575 tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	258 cy	1,158 tn			575 tn
AVERAGE DAILY QUANTITIES	29 cy	290 tn			575 tn
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 cy	0 tn			0 tn
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK: None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

JAN. 1986	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5				
MONDAY 6				
TUESDAY 7				
WEDNESDAY 8				
THURSDAY 9				
FRIDAY 0				
SATURDAY 1				

CONT. No.: 9890 DATE: JAN. 11, 1986

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

5 SUNDAY	No Activity
6 MONDAY	No activity.
7 TUESDAY	No activity.
8 WEDNESDAY	No activity.
9 THURSDAY	No activity.
3 FRIDAY	No activity.
4 SATURDAY	No activity.

REMARKS

SUMMARY: Semi-final Estimate Data, other than payrolls, Test Summary, Field Job Control Certification, and Daily Plant Report was sent to Region on Tuesday, 1-7-86.
This will be the last Weekly Report submitted on this job, unless oterwise directed.

ANTICIPATED:N/A

SIGNED Earl Mershon LOCATION Portland, OR

Earl Mershon, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 11-42
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved: O M B No. 04-R2089
State Oregon
County Clackamas
Project Number IR-205-7(97)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 9, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 178,941.00	$ 192,245.00
Federal funds	$ 165,018.00	$ 177,287.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of OCT, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXBy For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

RECEIVED
OCT 10 1985
Federal Aid Unit

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 12, 1985

FEDERAL AID PROJECT NO. IR-205-7(97)303

E. Portland Freeway @ Clackamas Highway
East Portland Freeway
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
Channelization (Sta. "A" 531+50 to Sta. "A" 539+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 9.00	188	$ 1,692.00	324.8	$ 2,923.20
Temporary Plastic Safety Markers	30.00	35	1,050.00	51	1,530.00
Aggregate Shoulders	17.00	270	4,590.00	489.91	8,328.47
Class C Asphalt Concrete	38.00	515	19,570.00	575.06	21,852.28
Concrete Walks	35.00	28	980.00	70.8	2,478.00
Concrete Curbs	20.00	50	1,000.00	71.8	1,436.00
Concrete Islands	600.00	3	1,800.00	5.3	3,180.00
Replace Loop Feeder Cable (F.A. #1)					2,257.75
			$30,682.00		$43,985.70

Increase	$13,303.70
Subtotal from Estimate of October 9, 1984	70,583.00
Subtotal	$83,886.70
Engineering	9,528.30
Total	$93,415.00

TYPE CODE Y031
Traffic Signals (1 location)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 71,200.00
Fire Preemption System, Complete	Lump Sum	All	Lump Sum	2,750.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	6,600.00
				$ 80,550.00

ANTICIPATED ITEMS

State Furnished Prom and Program	All Required	$ 700.00
Signal Controller Testing	All Required	2,025.00
		$ 2,725.00
	Subtotal	$83,275.00
	Engineering	11,242.00
	Total	$94,517.00

Length of Project ------------ 0.0 mile

RETAIN IN RESERVE

State Modify 82nd Drive Controller	All Required	$ 500.00
Replace Plantings & Adjust Irrigation System	All Required	3,300.00
	Engineering	513.00
	Total	$ 4,313.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Channelization	$ 93,415.00	$ 86,147.00	$ 7,268.00
Signals	94,517.00	87,163.00	7,354.00
SUBTOTAL	$187,932.00	$173,310.00	$14,622.00
Reserve	4,313.00	3,977.00	336.00
TOTAL	$192,245.00	$177,287.00	$14,958.00

Group 1: 96%; Group 8: 4%
Contract No. 9890
Prefix: 603-1905 P.E.
Prefix: C9890

RLC:me

9494

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE OREGON
10-80	**FEDERAL-AID PROJECT AGREEMENT** 10-9-84	COUNTY CLACKAMAS PROJECT NO. IR-205-7(97)303

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

East Portland Freeway at Clackamas Highway

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-22-84	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 178,941.00	$ 165,018.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry C. Potter

Manager, Program Section
(Title)

~~XXX~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 9 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

JAR

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 2, 1984

FEDERAL AID PROJECT NO. IR-205-7(97)303

E. PORTLAND FREEWAY @ CLACKAMAS HWY. SECTION
CLACKAMAS COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (Sta. "A" 531+50 to Sta. "A" 539+50)

Mobilization	Lump Sum	All	Lump Sum	$ 4,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	4,000.00
Temporary Signs	Sq. Ft.	188	9.00	1,692.00
Temporary Barricades	Each	6	45.00	270.00
Temporary Plastic Safety Markers	Each	35	30.00	1,050.00
Flaggers	Hour	150	16.00	2,400.00
Clearing & Grubbing	Lump Sum	All	Lump Sum	2,000.00
General Excavation	Cu. Yd.	216	11.00	2,376.00
Furnishing and Placing Topsoil	Cu. Yd.	70	20.00	1,400.00
Treated Base	Ton	750	21.00	15,750.00
Aggregate Shoulders	Ton	270	17.00	4,590.00
Class "C" Asphalt Concrete	Ton	515	38.00	19,570.00
12-inch Storm Sewer Pipe	Lin. Ft.	6	75.00	450.00
Concrete Inlets, Type G-1	Each	1	660.00	660.00
Concrete Walks	Sq. Yd.	28	35.00	980.00
Concrete Curbs	Lin. Ft.	50	20.00	1,000.00
Concrete Islands	Cu. Yd.	3	600.00	1,800.00
Delineators, Type 2	Each	7	25.00	175.00
Capping Inlets	Each	1	250.00	250.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	250.00
Wood Sign Posts	Lump Sum	All	Lump Sum	1,000.00
Type "C" and "D" Signs in Place	Sq. Ft.	92	10.00	920.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	500.00
				$ 67,083.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 3,500.00
	SUBTOTAL	$ 70,583.00
	Engineering	9,528.00
		$ 80,111.00

TYPE CODE Y031
TRAFFIC SIGNALS (1 LOCATION)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 71,200.00
Fire Preemption System, Complete	Lump Sum	All	Lump Sum	2,750.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	6,600.00
				$ 80,550.00

ANTICIPATED ITEMS

State Furnished Prom and Program	All Required	$ 700.00
Signal Controller Testing	All Required	2,025.00
		$ 2,725.00
	SUBTOTAL	$ 83,275.00
	Engineering	11,242.00
	TOTAL	$ 94,517.00

Length of Project --------------- 0.0 mile

RETAIN IN RESERVE

State Modify 82nd Drive Controller	All Required	$ 500.00
Replace Plantings & Adjust Irrigation System		3,300.00
	Engineering	513.00
	TOTAL	$ 4,313.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Channelization	$ 80,111.00	$ 73,878.00	$ 6,233.00
Signals	94,517.00	87,163.00	7,354.00
SUBTOTAL	$174,628.00	$161,041.00	$13,587.00
Reserve	4,313.00	3,977.00	336.00
TOTAL	$178,941.00	$165,018.00	$13,923.00

Group 1: 96%; Group 4%
Contract No. 9890
Prefix: 603-1905 P.E.
Prefix: 603-1070

CL:WH:pf

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:
CON 5

DATE: July 8, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-205-7(97)303

Contract 9890, Work Completed May 31, 1985

Project E. Portland Freeway @ Clackamas Hwy.

Highway East Portland Freeway

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date June 5, 1985

D. K. Hossner
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUL 19 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

BMW:mk

cc: H. S. Coulter ✓
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

NOTED
H.S.COULTER

CE___ CAE ___ RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
[✓ OE]___ JUL 18 1985 FE ___ [✓ CP]___
CA___ PQC___
CAM ___ CONSTRUCTION QCS___
EEO___ SECTION FILE___

734-2023 (2-85)

November 19, 1984

Donald Eudaly, Inc.,
dba Eudaly Bros.
6920 N. E. 42nd
Portland, OR 97218

CON 5

#9890

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9890 for work on the East Portland Freeway at Clackamas Highway Section in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Industrial Indemnity Co.
of the Northwest
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Dave Willhite
L. E. George

EB **EUDALY BROS.**
GENERAL EXCAVATING
6920 N.E. 42nd AVENUE • PORTLAND, OREGON 97218
TELEPHONE (503) 288-7469

September 25,1984

Mr. Robert Gormsen
Department of Transportation
121 Transportation Building
Salem,Oregon 97310

RE:E.Portland Freeway at Clackamas Hwy.
D.B.E. subcontractor

Dear Mr.Gormsen;

Listed below is our D.B.E. subcontractor which we will be utilizing on the E.Portland Freeway at Clackamas Hwy.

DBE -- M & J Electric,Inc.dba Marine and Industrial Electric's subcontract will be:

Item 24 -- Traffic Signal Installation,Complete----$64,700.00

Item 25 -- Fire Pre-emption System,Complete--------$ 2,500.00

Item 26 -- Model 170 Controller Equipment,Complete-$ 6,000.00

Total----$73,200.00

Sincerely yours,

Donald Eudaly
Donald Eudaly,President
Eudaly Brothers

DE/mr

RECEIVED
SEP 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay [illegible]

EB EUDALY BROS.
GENERAL EXCAVATING
6920 N.E. 42nd AVENUE • PORTLAND, OREGON 97218
TELEPHONE (503) 288-7469

Mr.Robert Gormsen
Department of Transportation
121 Transportation Building
Salem,Oregon 97310

RE:E.Portland Freeway at Clackamas Hwy.
D.B.E. subcontractor

Dear Mr.Gormsen;

Listed below is our D.B.E. subcontractor which we will be utilizing on the E.Portland Freeway at Clackamas Hwy:

DBE -- M & J Electric,Inc.dba Marine and Industrial Electric!s subcontract will be approximately-------------$73,200.00.

Sincerely yours,

Donald Eudaly

Donald Eudaly,President
Eudaly Brothers

DE/mr

RECEIVED
SEP 2 [illegible] 4
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc John Widmer

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SC

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-205-7(97)303

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40185

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 6 '84
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE 8-22-84

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
East Portland Freeway at Clackamas Hwy. Section

11. GENERAL DESCRIPTION OF WORK
Channelization & Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 8-15-84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 8-20-84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $148,533 Federal Funds $136,975.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 8/29/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

171 N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

CLACKAMAS Co. 84-10

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Clackamas Highway @ East Portland Freeway NB Off-Ramp

REGION: Metro Region

CLACKAMAS Hwy #171

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 603-1905

DATE: 2-16-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 4000	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	0		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	0		918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	800	800
905 FINAL DESIGN		4,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		100	950 TRAINING	100	100
910 REGION GEOLOGIST	200	200	924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION		2,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING	0	
3 RIGHT-OF-WAY LIAISON	0		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	200	200	932 RAILROAD & UTILITIES					

TOTALS	$	$ 14,700
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IR-205-7(95)303

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
4j Adams Bud
6Y
2 [redacted] Macnab
3 Edwards E
Terpin
3 Trout
4 Wakerlig

RECEIVED
APR 10 1984
ROAD DESIGN SECTION

Do not File ☐
Return To
Bring Up ___/___/___
Action

[illegible]

PREPARED BY	DATE 2-16-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X [illegible]	DATE
RECOMMENDED, REGION ENGINEER X [illegible] for [illegible]	DATE 2/16/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X [illegible]	DATE
RECOMMENDED, LOCATION ENGINEER X [illegible]	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL, DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

84-10

SEE INSTRUCTIONS ON REVERSE

SECTION Clackamas Highway @ East Portland Freeway NB Off-Ramp				KEY ID # 02097 REGION Metro Region
STATE HIGHWAY # 171	HIGHWAY NAME Clackamas Highway		MILE POST FROM 4.66 TO	LENGTH
☑ URBAN ☐ RURAL	CITY	COUNTY Clackamas	ROAD STREET NAME	
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING (✓)	X	FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 13		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$ -		SIGNING (✓)	X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 80 ~~50~~		SIGNALS (✓)	X	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ -		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 8				RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 39 ~~29~~		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 140 ~~100~~	WORK TYPE (1-12)	9	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/84	RECOMMENDED FUNDING SOURCE I-4R	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	5	5
STRUCTURES (#)	-	-
SIGNALS (#)	-	1
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	25,000	36,000
YEAR OF AVERAGE DAILY TRAFFIC	1983	2000

DEFINE THE PROBLEM

The northbound I-205 off-ramp carries over 6000 vehicles per day. This location was placed on the Statewide Signal Priorit list in June 1981. The purpose of the installation is to improve safety and decrease delay to the traffic exiting I-205.

PROPOSED SOLUTION

Install a 3-phase traffic signal. The signal will be interconnected with the signal 500 feet to the east at 82nd Avenue Widen ramp to provide a right-turn and left-turn lane. No other roadway work required.

REQUESTED. REGION ENGINEER T A Spence for ED Hardt	DATE 2/11/84			
APPROVED. ASST HWY ENG. FOR OPERATIONS X	DATE			
APPROVED. ASST HWY ENG. FOR ADMINISTRATION X	DATE	TRANSP COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — P[illegible]JECT REQUEST (Cont.)

84-1

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02097

SECTION Clackamas Highway @ East Portland Freeway NB Off-Ramp

REGION Metro Region

PROJECT JUSTIFICATION

Traffic signal installation to improve capacity and safety. Construct a right-turn and left-turn lane on the off-ramp. Meets interruption, volume, and system warrants.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

84-10

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Clackamas Highway @ East Portland Freeway NB Off-Ramp

REGION: Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	S	OLD (#) 0		NEW (#) 1

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES: N (LIST BELOW)

COMPANIES
Portland Gen. Electric
Pacific Northwest Bell
Northwest Natural Gas
Clackamas Water District
Clackamas Sewer District

DESIGN SPEED

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				6'			12		4			4				
				6'			12'	×	12'			6'				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

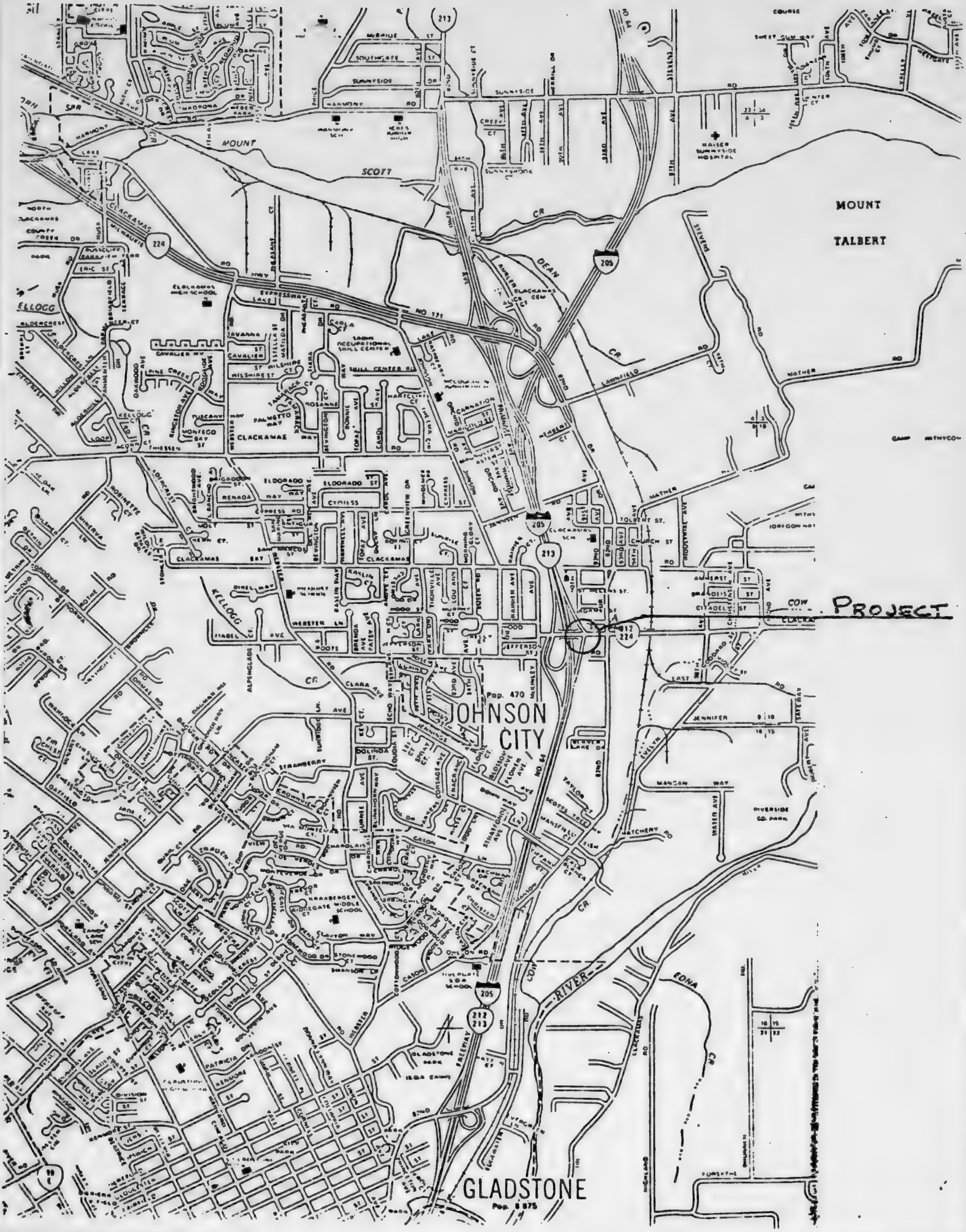
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)



PROJECT
MOUNT TALBERT
MOUNT SCOTT CR
DEAN CR
KELLOGG CR
CLACKAMAS RIVER
JOHNSON CITY
Pop. 470
GLADSTONE
Pop. 6875
SUNNYSIDE RD
HARMONY RD
CLACKAMAS HIGH SCHOOL
KAISER SUNNYSIDE HOSPITAL
MATHER RD
LAWNFIELD RD
JENNIFER
RIVERSIDE CO. PARK
HATCHERY RD
EDNA
GLADSTONE PARK
FREEWAY
205
213
224
212
99E

1984 St. Helens St.-Col. Blvd. 9891
Sec, Col. R. Hwy. in St. Helens
(gr, pav, sign, sig.)

jc cc: OSHD (L W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Columbia	DIVISION Oregon
DATE OF REPORT 12/2/86	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. F-1(33)
COMPLETION DATE (Actual) 7/25/85	ACCEPTANCE DATE BY CONRTACT AGENCY 6/10/86	TIME ELAPSED 100 %	CONTRACT TIME 270 C. D.

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ST. HELENS STREET - COLUMBIA BLVD. (ST. HELENS)
COLUMBIA HIGHWAY
Grading, Paving, Signing & Signals

This project involved the reconstruction of the subject section of the road to a 68 foot curb section having four 11-foot travel lanes, 14-foot median turn lane, and 5-foot bike lane on each side. Also 2 traffic signals were upgraded and sidewalk constructed on one side.

The contract was awarded to Cascade Construction Company, Inc. on 9/25/84. Work started 10/24/84 and was completed 7/25/85. A final inspection of the completed work was made August 12, 1985 with Walt Bartel, Floyd Stuk and Marion Craft, OSHD. Final project cost ran approximately equal to the original authorization.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

RECEIVED
STATE HWY ENGR
DEC 10 '86
REFER TO Fredrickson
FOR

NOTED
V. E. SCHWART
12/11

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE G. K. Hassner	
TITLE Assistant Area Engineer	DATE 12-8-86	TITLE District Engineer A	DATE 12/9/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
(Rev. 2-84)

June 19, 1986

CON 5 - #9891

The Travelers Indemnity Company
Surety Department
111 S.W. Fifth, #1600
Portland, OR 97204

Contract No. 9891 awarded to Cascade Construction Company, Inc. for work on the St. Helens Street-Columbia Boulevard (St. Helens) Section of the Columbia River Highway in Columbia County was completed on March 12, 1986 and accepted by the State Highway Division on June 10, 1986.

Final payment in the amount of $22.58 will be released to the contractor after June 24, 1986. The total contract amount is $339,680.49 including $4,724.82 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

Don Reger & Company
520 S.W. Stark Street
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E.L. Hardt

9891

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9891

TO: Robert Gormsen
Manager, Commission Services

DATE: June 10, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9891, On Site Work Substantially Completed July 25, 1986
All Work Completed	March 12, 1986
Project	St. Helens St.-Columbia Blvd. (St. Helens)
Highway	Columbia River
County	Columbia
Type of Work	Grading, Paving, Signing & Signals
Contractor	Cascade Construction Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

noted RWGormsen

6-19-86 - Surety letter written.

RECEIVED
JUN 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Robert Heard
Project Manager

Attn. Glen Knoper

DATE: May 29, 1986

From: Fred Eriksen
Fred Eriksen
Design Supervisor

Subject: St. Helens St.-Columbia Blvd. Section
Columbia River Highway
Columbia County

The "As Constructed" Narrative and Statement of Overruns and Underruns for the project were interesting. When the quantities for most of the items are near the estimate, we can feel that we did a pretty good job.

The "Union 76" service station driveways were an unusual problem. Apparently, the Union Oil Company head office thought two 24-foot driveways were better than one 36-foot driveway, despite the opinion of the station operator.

The problem of engineering overruns is being given attention and it may be that the percentage allowance will change.

FE:ja

cc Ed Hardt

RECEIVED
MAY 30 1986
ROAD DESIGN SECTION

RDE
FDE
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OFFICE ✓ Rh
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Return To

81-125-1387

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: St. Helens St. Columbia Blvd.	WEEK ENDING: March 8, 1986	SECTION PREFIX: C09891/000
HIGHWAY: Lower Columbia River	COUNTY: Columbia	
NAME OF JOB: St. Helens St. - Columbia Blvd.	KIND OF WORK: Grading, Paving, Signing, Signals	
CONTRACTOR: Cascade Constr. Co., Inc.	CONTRACT NUMBER: 9891	FEDERAL AID PROJECT NUMBER: F-1 (33)
DATE OF CONTRACT: September 25, 1984	DATE WORK STARTED: February 27, 1985	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 270	WORK DAYS USED: CALENDAR DAYS USED: 271
PROJECT AUTHORIZATION: $ 391,072	SPECIFIED COMPLETION DATE: July 15, 1985	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 360,062	ENGINEERING AUTHORIZATION: 31,010.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 354,452	This Week 1,145.00 ENGINEERING COST TO DATE: 45,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: OVERRUN UNDERRUN 2.1 %	PERCENT OF AUTHORIZATION: 145 %	DATE PROJECT WAS COMPLETED: July 25, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Class 'C' PAVING
MILES IN PROJECT	0.3	0.3			0.3
MILES PARTIALLY COMPLETED	0.3	0.3			0.3
MILES COMPLETED	0.3	0.3			0.3
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1527 CY	1647Tn			1929Tn
TOTAL QUANTITIES CORRECTED TO DATE	1527 CY	1647Tn			1929Tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1527 CY	1647Tn			1929Tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		271		
MONDAY		271		
TUESDAY		271		
WEDNESDAY		271		
THURSDAY		271		
FRIDAY		271		
SATURDAY		271		F

CONTRACT No 0801 DATE: March 8, 1986

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

STATUS: Third Notification submitted March 7, 1986.
Semi-final sent to Region March 7, 1986.
THIS WILL BE THE FINAL REPORT.

VISITORS: None

NEXT WEEK:

SIGNED K Allmer LOCATION Sylvan
Ken Allmer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

jc

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-1(33)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Columbia

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20155

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE June 11, 1985

8. FEDERAL ROUTE NUMBER Primary 1

9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
St. Helens St. - Columbia Blvd. (St. Helens) Section

11. GENERAL DESCRIPTION OF WORK
Installation of permanent pavement striping and also bikeway striping & legends.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6-11-85 as requested in Mr. Fredrickson's letter as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $6,000;
Federal Funds $5,289.

RECEIVED
STATE HWY ENGR
JAN 24 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
1/24

14. DATE 1/23/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

48.92 STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-82		State Oregon
PROJECT REPORT NUMBER		County Columbia
MODIFICATION NUMBER 1		Project Number F-1(33)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 30, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 390,981.00	$ 405,517.00
Federal funds	$ 344,648.00	$ 357,462.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of [illegible], 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXy For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 10, 1985

FEDERAL AID PROJECT NO. F-1(33)

St. Helens St.-Columbia Blvd. (St. Helens) Sec.
Lower Columbia River Highway
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
Channelization (Sta. 585+00 to Sta. 601+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flaggers	Hour	$ 8.00	250	$ 2,000.00	600	$ 4,800.00
Embankment in Place	Cu. Yd.	$ 12.00	1,178	14,136.00	1,348	16,180.80
12-inch Storm Sewer Pipe	Lin. Ft.	$ 24.00	526	12,624.00	674	16,176.00
Extra for Pipe Under Pavement	Lin. Ft.	$ 22.00	175	3,850.00	287	6,314.00
Extra for Asphalt Approaches	Each	$275.00	3	$ 825.00	20	5,500.00
				$33,435.00		$47,970.80

Increase	$ 14,535.80
Subtotal from Estimate of October 30, 1984	236,853.00
Subtotal	$251,388.80
Engineering	31,975.20
Total	$283,364.00

TYPE CODE Y031
Traffic Signals (2 locations)

Total as on Estimate of October 10, 1983	$121,132.00

Length of Project ------------------ 0.303 mile

RETAIN IN RESERVE		$244,854.00
Bikeway Signs	All Required	$ 900.00
	Engineering	121.00
	Total	$ 1,021.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	Fire District
Channelization	$283,364.00	$249,785.00	$33,579.00	$ --
Signals	121,132.00	106,777.00	13,803.00	552.00
SUBTOTAL	$404,496.00	$356,562.00	$47,379.00	$ 552.00
Reserve	1,021.00	900.00	121.00	--
TOTAL	$405,517.00	$357,462.00	$47,500.00	$ 552.00

Group 1: 83%; Group 8: 17%
Contract No. 9891
Prefix: 5-1904 P.E.
5-1010

NONPARTICIPATING STATE WORK

Single Mailbox Supports	Each	1	79.00	$ 79.00

CPL:me

STATE COPY

TO BE COMPLETED BY FHWA		
11-19	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Columbia PROJECT NO. F-1(33)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30, St. Helens Street - Columbia Blvd. (St. Helens)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-22-84	0.303
OTHER *(Specify)*		

FUNDS Pro-rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 390,981.00	$ 344,648.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
~~XXX~~ For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator OCT 30 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   OCTOBER 18, 1984

FEDERAL AID PROJECT NO. F-1(33)

St. Helens St. - Columbia Blvd. (St. Helens) Section
Lower Columbia River Highway
Columbia County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 585+00 to Sta. 601+00)

Mobilization	Lump Sum	All	Lump Sum	$ 22,606.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,976.00
Temporary Signs	Sq. Ft.	210	8.50	1,785.00
Temporary Barricades	Each	6	35.00	210.00
Temporary Plastic Safety Markers	Each	25	21.00	525.00
Flaggers	Hour	250	8.00	2,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	12,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	4,510.00
Embankment in Place	Cu. Yd.	1,178	12.00	14,136.00
Trench Excavation	Cu. Yd.	307	7.00	2,149.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	3,600.00
Treated Base	Ton	2,200	20.40	44,880.00
Class "C" Asphalt Concrete	Ton	1,850	30.80	56,980.00
12-inch Storm Sewer Pipe	Lin. Ft.	526	24.00	12,624.00
24-inch Storm Sewer Pipe	Lin. Ft.	38	46.00	1,748.00
Extra for Pipe Under Pavement	Lin. Ft.	175	22.00	3,850.00
Concrete Manholes	Each	2	1,325.00	2,650.00
Concrete Inlets, Type CG-2	Each	11	495.00	5,445.00
Concrete Walks	Sq. Yd.	600	12.74	7,644.00
Concrete Driveways	Sq. Yd.	340	17.40	5,916.00
Concrete Curbs	Lin. Ft.	2,850	3.80	10,830.00
Extra for Asphalt Approaches	Each	3	275.00	825.00
Adjusting Manholes	Each	2	375.00	750.00
Adjusting Inlets	Each	2	175.00	350.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	100.00
Wood Sign Posts	Lump Sum	All	Lump Sum	1,600.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	2,600.00
Type "C" and "D" Signs in Place	Sq. Ft.	44	8.00	352.00
Type "EE" Signs in Place	Sq. Ft.	13	12.00	156.00
Type "H" Signs in Place	Sq. Ft.	13	10.00	130.00
Type "T" Signs in Place	Sq. Ft.	2	16.00	32.00

Type "U" Signs in Place	Sq. Ft.	34	16.00	544.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	300.00
				$ 226,803.00

ANTICIPATED ITEMS

Railroad Protective Costs	All Required	$ 8,600.00
Roadside Seeding and Mulching	All Required	800.00
Bikeway Striping and Legend	All Required	650.00
		$ 10,050.00
	Subtotal	$ 236,853.00
	Engineering	31,975.00
	Total	$ 268,828.00

Type Code Y031
Traffic Signals (2 Locations)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 92,000.00
Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum	9,200.00
				$ 101,200.00

ANTICIPATED ITEMS

State Furnished Traffic Signal Program	All Required	$ 1,400.00
Signal Controller Testing	All Required	2,675.00
Opticom Testing	All Required	450.00
Signal Turn-On	All Required	1,000.00
		$ 5,525.00
	Subtotal	$ 106,725.00
	Engineering	14,407.00
	Total	$ 121,132.00

Length of Project ------------ 0.303 mile

RETAIN IN RESERVE

Bikeway Signs	All Required	$ 900.00
	Engineering	121.00
	Total	$ 1,021.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	Fire District
Channelization	$268,828.00	$236,971.00	$31,857.00	$ --
Signals	121,132.00	106,777.00	13,803.00	552.00
Subtotal	$389,960.00	$343,748.00	$45,660.00	$ 552.00
Reserve	1,021.00	900.00	121.00	--
Total	$390,981.00	$344,648.00	$45,781.00	$ 552.00

Group 1: 83% Group 8: 17%
Contract No. 9891
Prefix: 5-1904 P.E.
5-1010

NONPARTICIPATING STATE WORK

Single Mailbox Supports	Each	1	79.00	$ 79.00

CL:me

jc **STATE COPY** cc: OSHD (Hunter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Columbia	DIVISION Oregon

IN COMPANY WITH: Walt Bartel, Floyd Stuk and Marion Craft; OSHD

DATE OF INSPECTION 8-12-85	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. F-1(33)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

ST. HELENS STREET - COLUMBIA BLVD. (ST. HELENS)
COLUMBIA HIGHWAY
Grading, Paving, Signing & Signals

This project involved the reconstruction of the subject section of the road to a 68 foot curb section having four 11 foot travel lanes, 14 foot median turn lane and 5 foot bike lane on each side. Also 2 traffic signals were upgraded and sidewalk constructed on one side.

The contractor used 271 days to complete the work, one day more than the specified contract time allowed.

The paving and signals look good. The project manager advised there were no significant materials problems on this project. The workmanship on the concrete curbs and sidewalks is borderline on acceptability. I judged the concrete work to be barely acceptable.

The estimated cost to complete the project is $360,000, 3% less than the project authorization.

The project appears to have been constructed in substantial compliance with the contract requirements and therefore acceptance is recommended.

- TPL -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
AUG 23 '85
REFER TO Fredrickson
FOR
Info Inves R/D

8/27

Form FHWA-1446A
(Rev. 2-84)

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: Walter Bartel
Project Manager

DATE: April 23, 1985

Richard A Kuehn

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: Permanent Sign Shop Drawings
St. Helens St.-Columbia Blvd. (St. Helens)
Columbia River Highway
Columbia County
Contract # 9891

Attached are six sets of type "U" sign shop drawings for use on the subject project. The drawings are approved as noted.

Please retain appropriate number of sets for your use in field inspection, forward one set to Don Wackerbarth's office for shop inspection and forward one set to Traffic Safety Supply Company for sign fabrication.

AA:as

Attachments

cc: C. O. Fredrickson
Ed Hardt
Andy Anderson

9711

October 22, 1984

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

CON 5

#9891

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 9891 for work on the St. Helens Street-Columbia Boulevard (St. Helens) Section of the Columbia River Highway in Columbia County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: The Travelers Indemnity Company
Surety Department
707 S. W. Washington Street
Portland, OR 97205

Don Rager and Company, Inc.
200 S. W. Market Street, Suite 210
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Walt Bartel
L. E. George

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

RECEIVED
[illegible]
[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

DBE AND WBE SUBCONTRACTORS LIST

ST. HELENS STREET - COLUMBIA BLVD. (ST. HELENS)

The Lady's Construction Co. P. O. Box H, West Linn, OR 97068
WBE

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
1	Mobilization	All	L.S.	652.00
3	Temporary Signs	210 S.F.	8.50	1,785.00
4	Temporary Barricades	6 Each	35.00	210.00
5	Temporary Pl. Safety Markers	25 Each	21.00	525.00
6	Flaggers	250 Hours	8.00	2,000.00
25	Single Mailbox Supports	1 Each	79.00	79.00
26	Removal of Exist Sign Install.	All	L.S.	100.00
27	Wood Sign Posts	All	L.S.	1,600.00
28	Signal Pole Mounts	All	L.S.	2,600.00
29	Type C and D Signs in Place	44 S.F.	8.00	352.00
30	Type EE Signs in Place	13 S.F.	12.00	156.00
31	Type H Signs in Place	13 S.F.	10.00	130.00
32	Type T Signs in Place	2 S.F.	16.00	32.00
33	Type U Signs in Place	34 S.F.	16.00	544.00
34	Remove & Reinstall Exist Signs	All	L.S.	300.00
				11,065.00

Wog'e Construction, Inc. 1637 N. E. Killingsworth Street, Portland, OR 97211
DBE

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
7	Clearing and Grubbing	All	L.S.	12,000.00
18	Inlets, CG-2	11 Each	445.00	4,895.00
19	Concrete Walks	600 S.Y.	12.74	7,644.00
20	Concrete Driveways	340 S.Y.	17.32	5,888.80
21	Concrete Curbs	2,850 L.F.	3.79	10,801.50
22	Adjusting Manholes	2 Each	375.00	750.00
23	Adjusting Inlets	2 Each	175.00	350.00
				42,329.30

Gentry and Sanchez Company 6135 S. E. 111th Avenue, Portland, OR 97266
DBE

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
1	Mobilization	All	L.S.	425.00
10	Trench Excavation	307 C.Y.	7.10	2,179.70
14	12" Storm Sewer Pipe	526 L.F.	23.85	12,545.10
15	24" Storm Sewer Pipe	38 L.F.	45.30	1,721.40
16	Extra for Pipe Under Pavement	175 L.F.	22.10	3,867.50
17	Concrete Manholes	2 Each	1,325.00	2,650.00
				23,388.70

Jon E. Morris, President

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

September 24, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

RE: St. Helens Street - Columbia Blvd.

TO WHOM IT MAY CONCERN:

Our documentation of our intent to sign subcontracts with certain DBE and WBE firms is attached. These firms will receive the same material for their records.

Our percentages are as follows:

DBE	$65,718.00	20%
WBE	$11,065.00	3%

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton
Vice President, Engineering

GRM:mk

cc: 4-66

RECEIVED
SEP 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay [illegible]

OREGON C.U.P. *(Cleaning Up Pollution)* **AWARD — 1974, 1975, 1976**
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

September 24, 1984

Gentry and Sanchez Company
6135 S. E. 111th Avenue
Portland, OR 97266

RE: St. Helens Street - Columbia Blvd.

Ladys and Gentlemen:

Upon receiving a contract from the OSHD for the above mentioned project we intend to issue you a subcontract for the following items:

1	Mobilization	All	L.S.	425.00
10	Trench Excavation	307 C.Y.	7.10	2,179.70
14	12" Storm Sewer Pipe	526 L.F.	23.85	12,545.10
15	24" Storm Sewer Pipe	38 L.F.	45.30	1,721.40
16	Extra for Pipe Under Pavement	175 L.F.	22.10	3,867.50
17	Concrete Manholes	2 Each	1,325.00	2,650.00
				23,388.70

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton
Vice President, Engineering

GRM:mk

cc: 4-66

RECEIVED
SEP 2[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P.
Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

September 24, 1984

Wog'e Construction Inc.
1637 N. E. Killingsworth Street
Portland, OR 97211

RE: St. Helens Street - Columbia Blvd.

Ladys and Gentlemen:

Upon receiving a contract from the OSHD for the above mentioned project we intend to issue you a subcontract for the following items:

7	Clearing and Grubbing	All	L.S.	12,000.00
18	Inlets, CG-2	11 Each	445.00	4,895.00
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22	Adjusting Manholes	2 Each	375.00	750.00
23	Adjusting Inlets	2 Each	175.00	350.00
				42,329.30

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton
Vice President, Engineering

GRM:mk

cc: 4-66

RECEIVED
SEP 2[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
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Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

September 24, 1984

The Lady's Construction Co.
P. O. Box H
West Linn, OR 97068

RE: St. Helens Street - Columbia Blvd.

Ladys and Gentlemen:

Upon receiving a contract from the OSHD for the above mentioned project we intend to issue you a subcontract for the following items:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
1	Mobilization	All	L.S.	652.00
3	Temporary Signs	210 S.F.	8.50	1,785.00
4	Temporary Barricades	6 Each	35.00	210.00
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6	Flaggers	250 Hours	8.00	2,000.00
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32	Type T Signs in Place	2 S.F.	16.00	32.00
33	Type U Signs in Place	34 S.F.	16.00	544.00
34	Remove & Reinstall Exist Signs	All	L.S.	300.00
				11,065.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton
Vice President, Engineering

RECEIVED
SEP 2[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GRM:mk
cc: 4-66

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

September 25, 1984

PRO

Lee A. Broadbent
Assistant Chief
St. Helens Rural Fire District
1221 Columbia Blvd.
St. Helens, OR 97051

Dear Mr. Broadbent:

On September 20, 1984 we received a satisfactory bid from Cascade Construction Co., Inc., P.O. Box 4267, Portland, OR 97208 for the St. Helens Street-Columbia Blvd. (St. Helens) Section.

The Miscellaneous Contract Agreement No. 7941 requires the District to pay 60 percent of the local matching funds for installation of the emergency vehicle preemption devices. The District's share is computed as follows:

Contractor's Bid Preemption System, Complete	Lump Sum	$9,200.00
District's Share (6%)		$ 552.00

Please submit your $552.00, which should arrive not later than October 12, 1984 using one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

RLD:pf
Attachment

bcc w/AD # 84-99: Wayne Schulte, Metro Region
V. E. Skoog-Please return completed AD #84-99 when deposit is received.

Received check
10-11-84
RLD

1171

2W

STATE OF OREGON
Construction Section 378-6318

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: September 21, 1984

Warren

FROM: Warren Richards
Chief Cost Engineer

SUBJECT: St. Helens St.-Columbia Blvd. (St. Helens)
September 20, 1984 Bid Letting

Three bids were submitted for the subject project with the low apparent bid being $22,993.00, or 7.5 percent above the Engineer's Estimate of $305,089.

The Engineer's Estimate included a $12/ton price for Treated Base while the low bidder submitted a price of $20.40/ton for the item. A review of the plans and estimate revealed that the estimate price was based on using CTB while the stage construction requirements and completion dates make it necessary for the contractor to anticipate using asphalt treated base. The estimate for the item should have been for $18.50/ton for a $14,300 increase in the Engineer's Estimate. The low bid was $8,693.00, or 2.7 percent above this revised estimate.

The project had a DBE goal of 20 percent which caused this office to anticipate higher than usual prices due to the somewhat limited competition. A 25 percent increase in cost for the percentage of work anticipated for DBE involvement was therefore added to the project estimate. This worked out to a $14,389.00 or 5 percent increase for the total project. The increase in the cost estimate was added entirely to the mobilization item so that other individual items could be more easily compared with bid prices to determine the affect of the reduced competition.

The apparent low bid was above the revised Engineer's Estimate on 18 of the 35 bid items exclusive of mobilization. The mobilization bid price was also above the originally estimated price. The major discrepancies are in early money items (mobilization, and clearing and grubbing); earthwork; and drainage items.

It appears the Engineer's Estimate was adequate for normal competition except for the Treated Base item. In spite of the fact there were three bids submitted, I suspect the high DBE goals affected the bid prices more than I had anticipated. I understand the earthwork and drainage items are to be subcontracted to DBE's.

WR:cb

cc: J. H. Versteeg
~~Gary Potter~~

09212C

1 ✓

2 m

81-125-1367

Contains Recycled Materials

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-1(33)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Columbia

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20115

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STAT. HWY ENGR
SEP 7 '84
REFER TO Potter
FOR
☐ Info ☐ Invest ☐ R/D ☐ B/R ☐ Sign ☐ Act ☐ File

7. DATE AUTHORIZATION EFFECTIVE 8-22-84
8. FEDERAL ROUTE NUMBER Primary 1
9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
St. Helens St. - Columbia Blvd. (St. Helens) Section

11. GENERAL DESCRIPTION OF WORK
Channelization and Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 8-15-84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $348,500 Federal Funds $307,202.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 8/29/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9841

August 17, 1984

Mrs. Nancy S. Miller
Real Estate Specialist
Burlington Northern Railroad Co.
Sales & Property Management Dept.
Continental Plaza
777 Main Street
Fort Worth, Texas 76102

St. Helens Street-Columbia Blvd.
(St. Helens) Section
Columbia River Highway
Columbia County
ROW File 53621
ODOT Agreement No. RR-1159
BN File 7349 St. Helens, Oregon

RAILROAD COMPANIES
FILE No. RR1159

Dear Mrs. Miller:

I am returning herewith the Railroad's copy of the fully executed Easement Document relating to the subject project.

I am also sending a voucher which should be signed and returned to me after which I will arrange for payment of the $58,000.

Thank you for your help in expediting this matter so that we could go ahead with our project.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/nv
cc: Mr. R. H. Domres - BN
bc: J. B. Boyd - w/copy
Ken Rolfe - w/copy
E. L. Hardt - w/copy
Walt Bartel - w/copy
Robert Gormsen - w/copy
Adele Egan - w/original

NOTE TO ADELE EGAN: After recording, please give our original to Robert Gormsen

G991

+

July 25, 1984

Mr. Charles A. Lundgren
Engineer, Public Works
Burlington Northern Railroad Co.
999 Third Avenue, Suite 2000
Seattle, WA 98104

St. Helens Street-Columbia Blvd.
(St. Helens) Section
Columbia River Highway
Columbia County
ROW File 53621
ODOT Agreement No. RR-1159

RAILROAD COMPANIES
FILE No. 1159

Dear Chuck:

Attached is a copy of the fully executed Letter Agreement regarding the subject project.

Thank you for your help on this project. We are going ahead with our plans to receive bids next month.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/nv
cc: Robert Domres - w/copy
bc: Robert Gormsen - w/orig
J. B. Boyd - w/copy
Ed Hardt - w/copy
Ken Rolfe - w/copy

Note to Mr. Domres: I would appreciate the Easement Document or a Permit of Entry as soon as possible.

8/14/84
noted in
agree. book

ROAD DESIGN SECTION 378-6558

E. L. Hardt
Metro Region Engineer, Portland

May 21, 1984

W. H. Wakerlig
Right of Way Descriptions Supervisor

Columbia Blvd.-St. Helens St. Section
Columbia River Highway
Columbia County

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trent
Wakerlig

RECEIVED
MAY 22 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

We are forwarding herewith a reproducible map (9B-22-22) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section or Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Vince Carrow
Sr. Design Draftsman

VC:rlr
Attachment

7871 1-87/n

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

April 5, 1984

J. H. Versteeg
Road Design Engineer

File 53861
St. Helens St.-Columbia Blvd. (St. Helens) Section
Columbia River Highway
Columbia County

Attached is a description (1 file) and an authorization covering additional right of way required for the subject project.

Right of Way prints for this file is being forwarded to your office this day with revisions of File 53593.

By: **ORIGINAL SIGNED BY**
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

#9891

9891

April 2, 1984

Value Engineering Study - St. Helens St.-Columbia Blvd. (St. Helens) Sec., Columbia R. Hwy., Columbia County.

SEE: RES 5 - Value Engineering

9-71 260

ROAD DESIGN SECTION DES 16

Curt Duval
Metro Location Manager

March 5, 1984

Donald R. Adams
Final Design Engineer

St. Helens Street-Columbia Blvd.
Lower Columbia River Highway
Columbia County
R/W File No. 53596

We have reviewed your request to construct the existing driveway in approximately the same location.

It is closer to the intersection than we prefer, but due to the circumstances involving right-of-way and the high cost of damages, we have relocated this access as closely as possible to its existing location.

We have notified the Right-of-Way Section to proceed with their purchase.

DRA:NH:ja

[illegible]
Anderson
Adams
[illegible]
Edwards
Turpin VT
[illegible]
[illegible]

RECEIVED
MAR 6 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

92 11

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

~~xXXXX~~ Columbia Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Columbia Boulevard - St Helens Street

REGION: Metro

SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
3	5-1904	12-20-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 17,400	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		800
905 FINAL DESIGN		12,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		
906 BRIDGE DESIGN		4,000	921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		5,500	923 ENVIRONMENTAL SECTION		500	950 TRAINING		700
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		6,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		2,200	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		600	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 55,200
PREVIOUS AUTHORIZATION		$ 40,000
ADD. AUTH. REQUIRED		$ 15,200

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: F-1(20)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
3 Stoudenmeyer
Terpin
3 Trent
Wakerlig

RECEIVED
FEB 3 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

PREPARED BY D. Berg	DATE 1-25-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/1/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 2-2
RECOMMENDED, LOCATION ENGINEER X	DATE 1/26/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-29-82 1-25-83 1-16-84	

734-1914 (7-82)

9441

November 4, 1983

St. Helens Rural Fire District
1221 Columbia Blvd.
St. Helens, OR 97051

AGR

MISC. CONTRACTS and
AGREEMENTS No. 9441

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a letter-form agreement covering the installation of emergency vehicle preemption devices on traffic signals on the Columbia Blvd.-St. Helens Road Section of the Lower Columbia River Highway, No. 2W.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Enclosure

bc: Gary Potter (agree. att.)

7871

2(W) N

STATE OF OREGON

INTEROFFICE MEMO

TO: DON ADAMS
Final Design Engineer

DATE: October 20, 1983

FROM: Curt H. Duval
CURT DUVAL
Metro Location Manager

File: 005-1904

SUBJECT: St. Helens St.-Columbia Blvd.
Lower Columbia River Highway
Columbia County

Attached is a letter from the City of St. Helens allowing the State to place fill slopes on property they have leased for beautification purposes and the establishment of a park from the Burlington Northern Railroad. This property is left of Stations 585 through 590.

pa

Attachment

cc Marion Craft
Ken Rolfe
E. J. Dunn

RECEIVED
OCT 26 1983
ROAD DESIGN SECTION

Versteeg
1 Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Watson
[✓ Cole] W.E.C.
Erikson
Beard
Mann
Stoudenmeyer
King
Bedford
Leu
Due
Return Discuss Do File
By FINAL DESIGN ENGINEER

Does this clear up RR problem too?

Yes W.E.C.

City of St. Helens
P.O. BOX 278 PHONE (503) 397-6272
St. Helens, Oregon
97051

October 5, 1983

OM MRE OF PPM CE
TOS RECEIVED [illegible]
US [illegible] 1983 [illegible]
CSA Metro Region TAM
SO PA EM BUD [✓ LM]

Mr. Edward L. Hardt
State of Oregon
Department of Transportation
Highway Division--Region 1
9002 S. E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: Highway 30 Shoulder Slope

Dear Mr. Hardt:

It has come to our attention that improvement of the right of way for Highway 30 from Station 590 to Station 585 requires a slight encroachment by the slope fill onto property leased by the City of St. Helens from Burlington Northern for an indefinite term.

As lessee for beautification purposes and the establishment of a park, the City of St. Helens hereby authorizes the Oregon State Highway Division to complete this highway improvement with the slope fill ending on its leased property. This fill is consistent with the City's need to fill this area to provide topsoil for beautification and park plantings.

Thank you for your attention to our property interest in this matter.

Sincerely,

Frank A. Corsiglia
Frank A. Corsiglia
Mayor

9271 2w

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TRA 24-1

TO: N. E. Mann
Design Supervisor

DATE: October 7, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
St. Helens Street-Columbia Boulevard (St. Helens) Section
Lower Columbia River Highway
Columbia County

Attached are two prints of the approved sign study plans for the above project.

This work should be included in the grading, paving, and signal project scheduled for the February 23, 1984, bid opening.

L. E. George

L. E. George
Traffic Engineer

ELS:ds
Attachments

cc: E. L. Hardt
W. W. Geibel
R. W. Failmezger

Versteeg
Anderson
1 Adams
Macnab
[illegible]
Turple
Trout
[illegible]

RECEIVED
OCT 10 1983
ROAD DESIGN SECTION

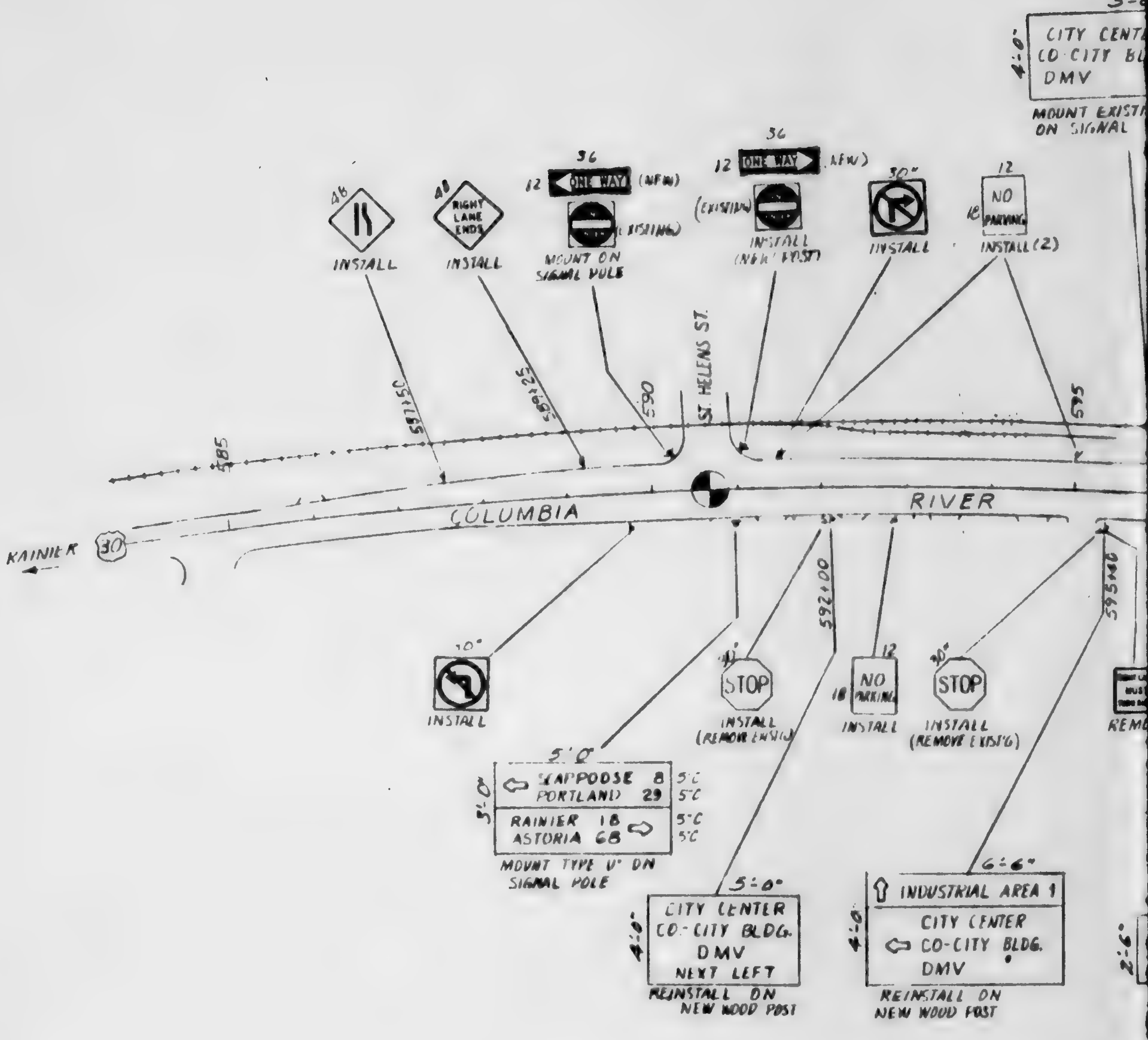
NEM

Do Not File ☐
Return To
Bring Up ..../..../....
Action

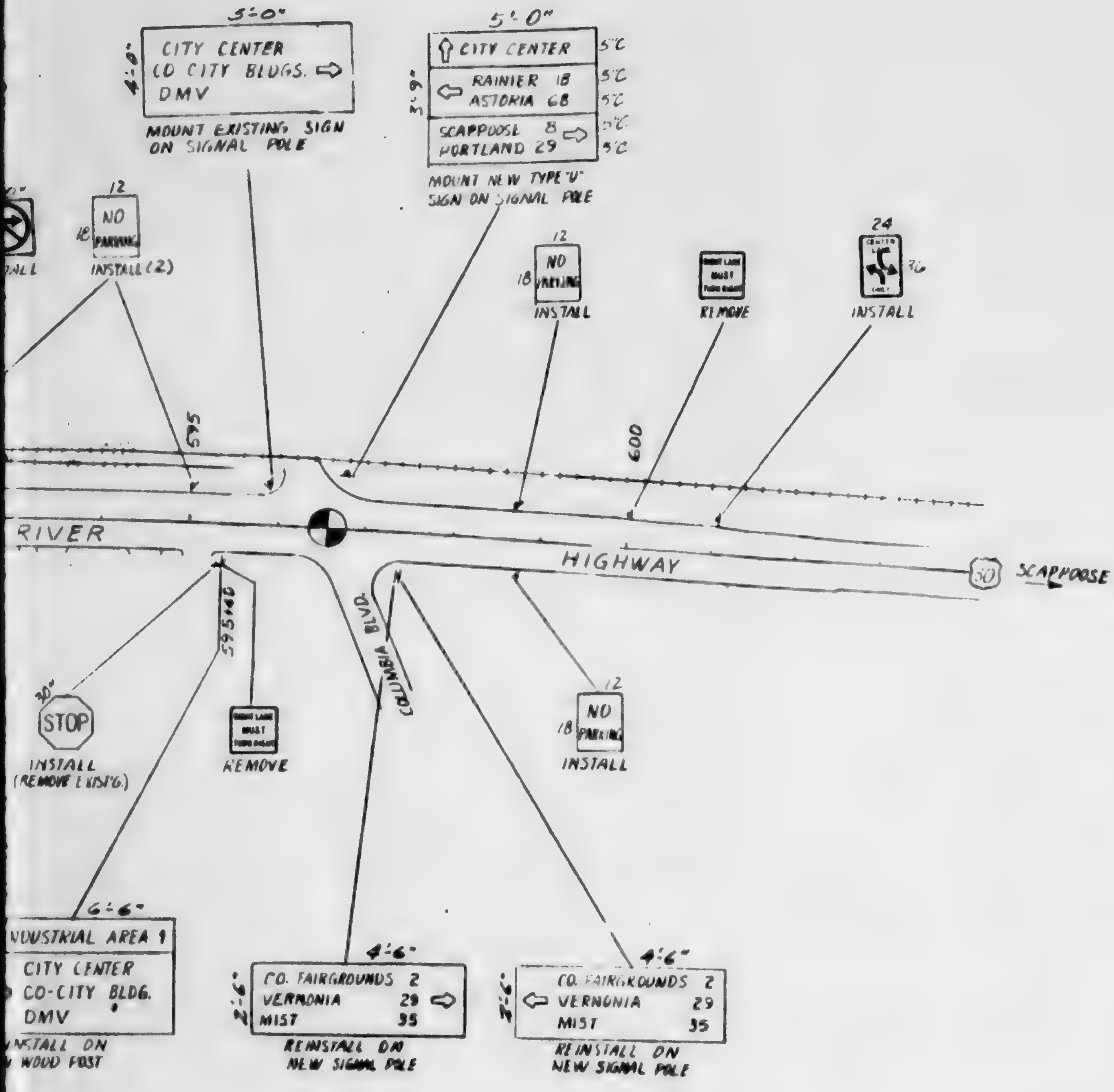
NOTED
W. G. BEARD

1 plan kept by Beard

81-125-1387


5'-0"
4'-0"
CITY CENT
CO-CITY BL
DMV
MOUNT EXISTI
ON SIGNAL
48
INSTALL
48
RIGHT LANE ENDS
INSTALL
36
12
ONE WAY
(NEW)
(EXISTING)
MOUNT ON SIGNAL POLE
36
12
ONE WAY
(NEW)
(EXISTING)
INSTALL (NEW POST)
30"
INSTALL
12
NO PARKING
18
INSTALL (2)
587+50
589+25
590
ST. HELENS ST.
595
585
COLUMBIA
RIVER
RAINIER
30
30"
INSTALL
30"
STOP
INSTALL (REMOVE EXIST'G)
592+00
12
NO PARKING
18
INSTALL
30"
STOP
INSTALL (REMOVE EXIST'G)
595+46
REM
5'-0"
3'-0"
SCAPPOOSE 8
PORTLAND 29
RAINIER 18
ASTORIA 68
5"C
5"C
5"C
5"C
MOUNT TYPE "J" ON SIGNAL POLE
5'-0"
4'-0"
CITY CENTER
CO-CITY BLDG.
DMV
NEXT LEFT
REINSTALL ON NEW WOOD POST
6'-6"
4'-0"
INDUSTRIAL AREA 1
CITY CENTER
CO-CITY BLDG.
DMV
REINSTALL ON NEW WOOD POST
2'-6"

SIGNALIZED IN


5'-0"
4'-0"
CITY CENTER
CO CITY BLDGS. ⇨
DMV
MOUNT EXISTING SIGN ON SIGNAL POLE
5'-0"
3'-9"
⇧ CITY CENTER
⇦ RAINIER 18
ASTORIA 68
SCAPPOOSE 8 ⇨
PORTLAND 29
5"C
5"C
5"C
5"C
5"C
MOUNT NEW TYPE "U" SIGN ON SIGNAL POLE
12
18
NO PARKING
INSTALL (2)
12
18
NO PARKING
INSTALL
RIGHT LANE MUST TURN RIGHT
REMOVE
24
36
CENTER LANE ONLY
INSTALL
595
600
RIVER
HIGHWAY
30
SCAPPOOSE
COLUMBIA BLVD.
595+40
30"
STOP
INSTALL (REMOVE EXIST'G.)
RIGHT LANE MUST TURN RIGHT
REMOVE
12
18
NO PARKING
INSTALL
6'-6"
NDUSTRIAL AREA
CITY CENTER
CO-CITY BLDG.
DMV
NSTALL ON
WOOD POST
4'-6"
2'-6"
CO. FAIRGROUNDS 2
VERNONIA 29 ⇨
MIST 35
REINSTALL ON NEW SIGNAL POLE
4'-6"
2'-6"
CO. FAIRGROUNDS 2
⇦ VERNONIA 29
MIST 35
REINSTALL ON NEW SIGNAL POLE

● SIGNALIZED INTERSECTION

SIGNING PROJECT

ST HELENS ST. ~ COLUMBIA BLVD. (ST. HELENS)
COLUBIA RIVER HWY ~ COLUMBIA COUNTY

Action	Date	Signature	Title
Submit	9-2-83		Traffic Control Engr.
Approved	9/2/83		Sign Engineer
"	9/6/83		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	10/6/83		FHWA

9891

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-1(32)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Columbia
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 20115
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/6/83
8. FEDERAL ROUTE NUMBER Primary 1
9. STATE ROUTE NUMBER Primary 2W
10. GENERAL LOCATION:
St. Helens Street - Columbia Blvd. (St. Helens) Section
11. GENERAL DESCRIPTION OF WORK
Right-of-Way
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
10/20

13. REMARKS

As requested by Mr. Swan's letter of 10/3/83 you are now authorized to proceed with the actual acquisition of file numbers 53593 through 53598, 53621 and 53639 as shown on R/W maps 9B-22-22 and "RR" 9B-22-27 at a TEC of $106,000 Federal Funds $93,439.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE 10/6/83
15. SIGNATURE OF APPROVING OFFICIAL John
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9491

T

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 3, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED B
GARY A. POTTER

FROM: D. E. Swan, P.E.
Project Unit Engineer

SUBJECT: Project Data Submission
Item No. 20115
Project No. F-1(32)
St. Helens St.-Columbia Blvd. (St. Helens) Section
Lower Columbia River Highway
Columbia County

G-P. [illegible]

Enclosed is data consisting of PR-1 forms, sketch maps and right of way map 9B-22-22 & 9B-22-27 for the subject project.

I request authorization to proceed with the actual acquisition of right of way all phases at an estimated total cost of $106,000 with an obligation of $93,439 in Federal funds. The right of way to be acquired is as outlined in red on the enclosed right of way map and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:pf
Attachments

cc: J. B. Boyd
D. Aman
General Files

Form 734-3122

9891

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 3, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: for D. E. Swan, P.E.
Project Unit Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following project.

ITEM NO.	PROJECT NO.	SECTION NAME & PNRS NO.
20115	F-1(32)	St. Helens St.-Columbia Blvd. PNRS-OR 820514-050-2

CL:pf
Enclosure

cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

78-91

From Metro JON ROSE Date 9-28

To BUZ SWAN

[✓ Proj. Mgmt.] Traffic Region I Accounting

Comment: The City of St. Helens has approved the attached Plans without comment. Please note and advise Traffic.

Jon Rose

Rosaline L. Malloy

CITY APPROVAL

9/26/83

DATE

Forwarded to Traffic, 10-10-83 D

Local Programs

SIGNING PROJECT

(ST HELENS ST. - COLUMBIA BLVD, ST HELENS)

COLUMBIA RIVER HWY - COLUMBIA COUNTY

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: LWR COL RIVER HWY COLUMBIA BLVD - ST HELENS ST

DATE: 8-29-83

TO: JON ROSE

16204

FROM: MARYELLEN STESNEY

JON,

CURT PUT THIS ON MY DESK WHILE I WAS GONE LAST WEEK

8-29-83

The attached information from the City of St Helens should be considered. Please advise Traffic and Final Designs.

City approval of the plans was sent to you 8-26-83 and Metro Staff comments were sent 8-10-83

Jon Rose (SIGNATURE)

PLEASE REPLY HERE

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S
AUG 30 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

CC: ______ ______ (SIGNATURE) ______ (DATE) 6

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

OREGON STATE HIGHWAY VISION

SUBJECT: Columbia Blvd - St Helens St
Lower Columbia River Hwy

DATE: 11 Aug 83 Prefix 5-1904

TO: Curt Duval
Loc. Mgr.

FROM: E. J. Dunn
Proj. Mgr

Recommend approval & inclusion in project of attached Request from City of St Helens.

The location is Sta 592+00 to 592+50 on right.

Leo G. Goldsby
Asst. Proj. Mgr

(SIGNATURE)

PLEASE REPLY HERE

CC:

(SIGNATURE)

(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

City of St. Helens
P.O. BOX 278 PHONE (503) 397-6272
St. Helens, Oregon
97051

August 8, 1983

Oregon State Highway Department
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Leo Golsby, Engineer

Gentlemen:

The City of St. Helens is requesting that the Oregon State Highway Division include sidewalk and approach improvements for the 75 feet fronting Highway 30 across Tax Lots 4104-023-03500 and 4104-023-03600, Lots 7 and 8, Block 1, Georgetown Addition, City of St. Helens in their upcoming Highway 30 improvement between Columbia Boulevard and St. Helens Street.

The City feels it would be in the public's interest to have these improvements completed. Their incorporation into the State's project will greatly assist pedestrian traffic in that heavily traveled area and be a direct benefit to the public as well as promote a unified appearance along Highway 30.

Please give this request your consideration.

Very truly yours,

Rosaline L. Mallory

Rosaline L. Mallory
City Administrator

RLM:sp

cc: Ron Steinke

ETS

rotection
affic

Not Included

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

PRELIMINARY COP
AUG 0 1983
SUBJECT TO CHANC
FINAL DESIGN UNIT

ST. HELENS ST. – COLUMBIA BLVD. (ST. HELENS) SEC.

COLUMBIA RIVER HIGHWAY

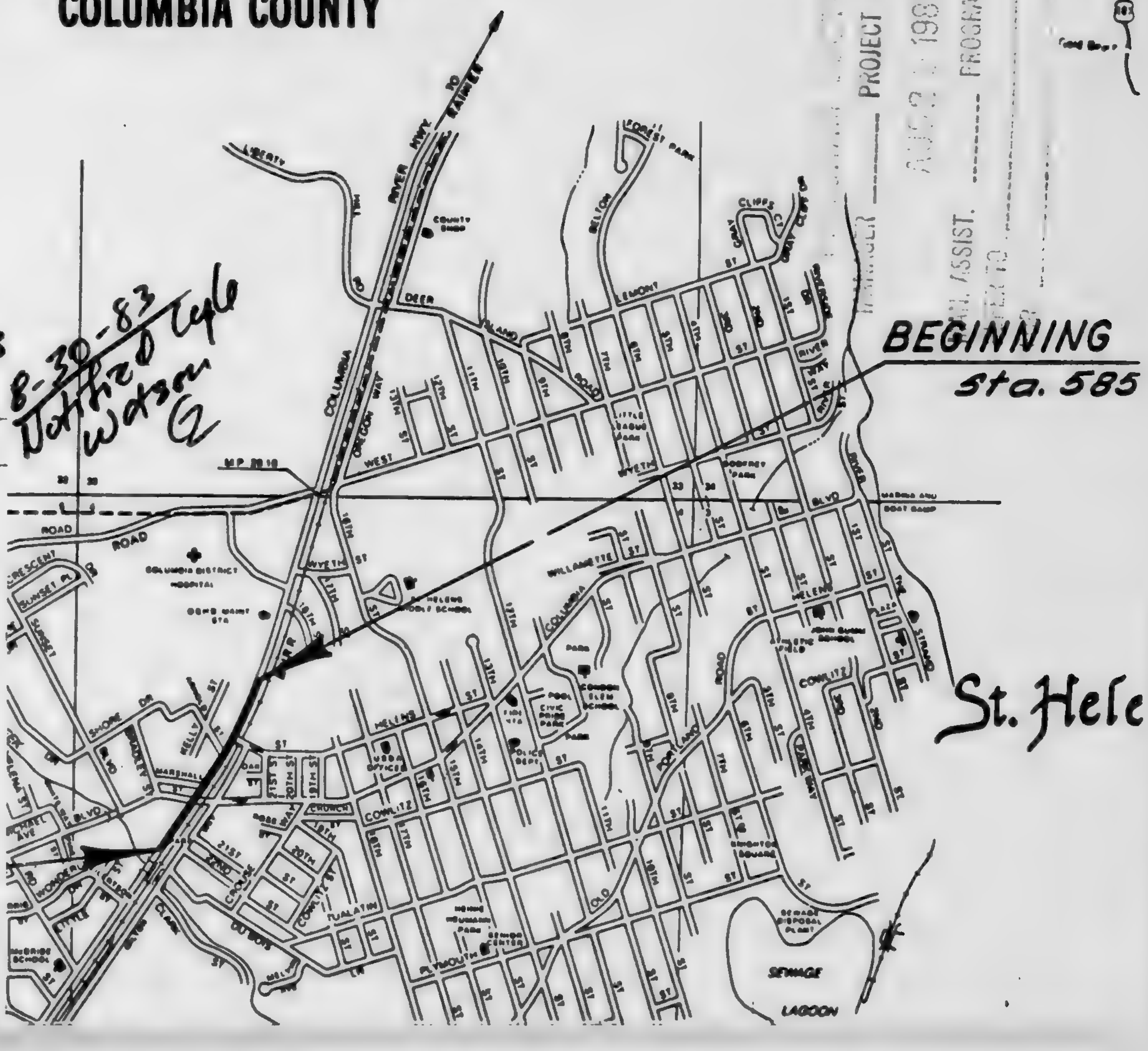
COLUMBIA COUNTY

APPROVED AS NOTED
Roseline L. Mallory
City Administrator
For City of St Helens
Date 8-25-83

From Metro JON ROSE
Date 8-26-83
To [redacted]
[redacted] Traffic Region 1 Accounting
Comment: The attached plans have been approved without comment by the City of St. Helens. Please note and advise Final Design.
Metro Staff comments were sent to you 8-10-83

Jon Rose

CT
M.P.


BEGINNING
sta. 585
St. Hele
COLUMBIA RIVER HWY. TO RAINIER
COLUMBIA
OREGON WAY
SEWAGE LAGOON
COLUMBIA DISTRICT HOSPITAL
MP 28.10

8-30-83
Notified Lyle Watson

7871

INDEX OF SHEETS		
SHEET NO.	DESCRIPTION	
1	Title Sheet	
2	Typical Sections	
2A	Stage Const., Temp Protection And Direction Of Traffic	
2B	Pipe Data	
2C	Permanent Signing	Not Included
2D	Summary	
3	Plan	

STATE OF ORE

DEPARTMENT OF TRAN

STATE HIGHWAY

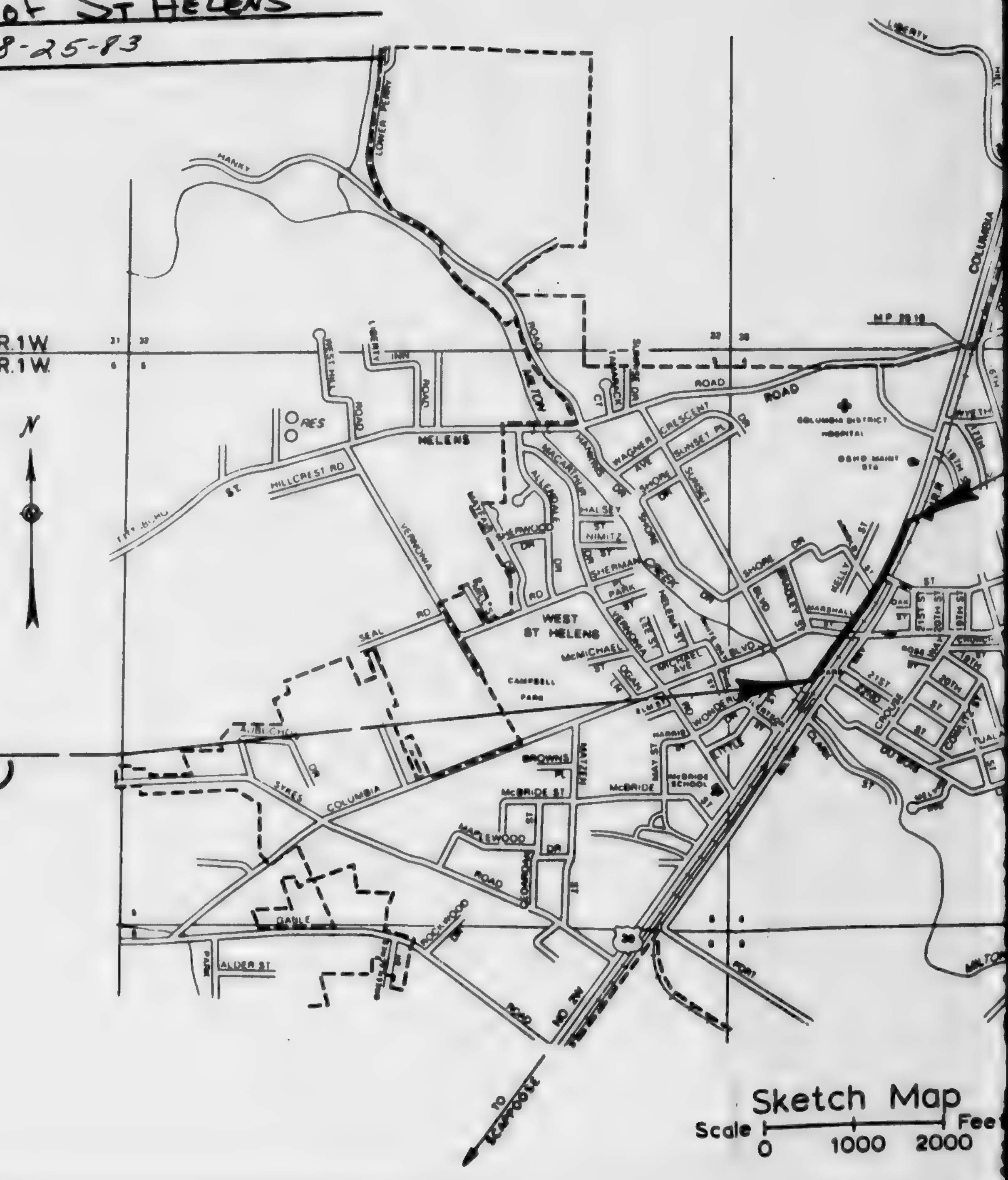
PLANS FOR PROPOSED P

ST. HELENS ST. – COLUMBIA B

COLUMBIA RIVER H

COLUMBIA COUNT

APPROVED AS NOTED
Roseline L. Mallory
City Administrator
For City of St Helens
Date 8-25-83



T5N, R.1W.
T4N, R.1W.
N
COLUMBIA
MP 29.10
MANRY
LOWER PERRY
ROAD
ROAD
HELENS
HILLCREST RD
VERNONIA
WEST ST HELENS
McMICHAEL
CAMPBELL PARK
COLUMBIA DISTRICT HOSPITAL
WAGNER
CRESCENT
SUNSET
HALSEY
NIMITZ
SHERMAN
MARSHALL
SEAL RD
COLUMBIA
SYKES
McBRIDE ST
McBRIDE SCHOOL
MAPLEWOOD
GABLE
ALDER ST
ROCKWOOD
ROAD
30
TO SCAPPOOSE
MILTON

Sketch Map
Scale 0 1000 2000 Fee

END OF PROJECT
Sta. 601+00 (M.P. 28.48)

ST. HELENS ST.~COLUMBIA BLVD. (ST. HELENS) SEC. COLUMBIA RIVER HIGHWAY COLUMBIA COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FA

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

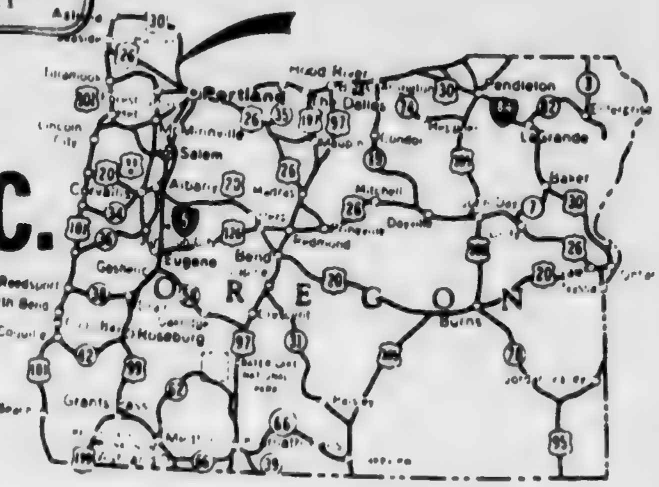
FOR PROPOSED PROJECT

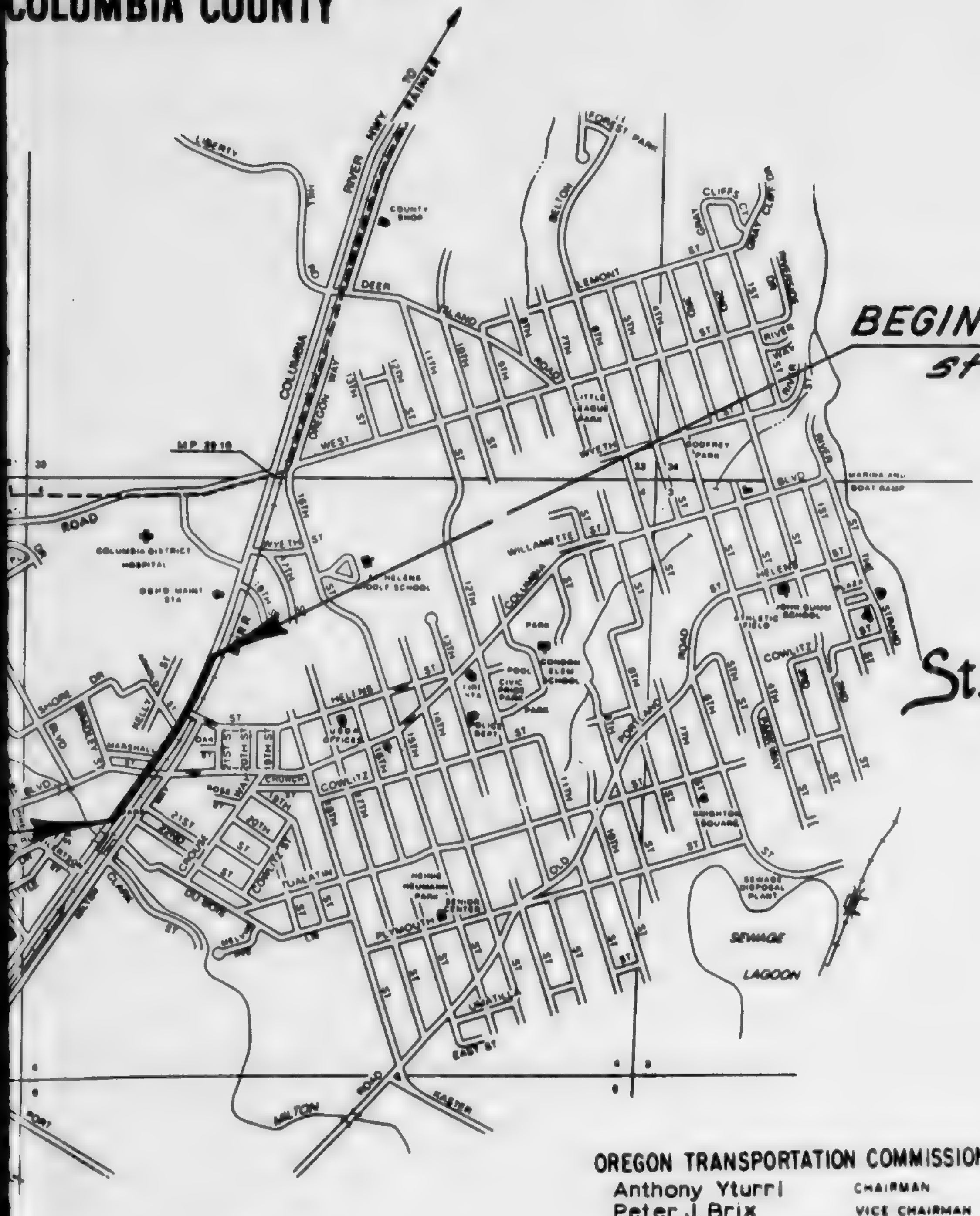
PRELIMINARY COPY
AUG 8 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

UMBIA BLVD. (ST. HELENS) SEC.

BIA RIVER HIGHWAY

COLUMBIA COUNTY


Portland
Salem
Eugene
Pendleton
La Grande
Baker
Burns
Bend
O R E G O N


BEGINNING OF PROJECT
Sta. 585+00 (M.P. 28.78)
St. Helens
COLUMBIA RIVER HWY
M.P. 29.10
COLUMBIA DISTRICT HOSPITAL
COUNTY SHOP
LITTLE LEAGUE PARK
GODFREY PARK
MARINA AND BOAT RAMP
JOHN GUMM SCHOOL
ATHLETIC FIELD
CIVIC POOL
CONDON SCHOOL
SEWAGE DISPOSAL PLANT
SEWAGE LAGOON
BRIGHTON SQUARE
LIBERTY
DEER
LEMONT
WYETH
WILLAMETTE
COWLITZ
HELENS
PLYMOUTH
TUALATIN
MILTON
FOREST PARK
CLIFFS

Sketch Map
Scale 0 1000 2000 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

H. S. Coulter	STATE HIGHWAY ENGINEER
E. S. Hunter	ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER ____ DATE ____

7871

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
LEG 8

TO: G. A. Potter, Manager ATTN: Mainor Holmes
Program Section

DATE: August 23, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Fire Pre-emption Agreement
St. Helens Street - Columbia Blvd. (St. Helens) Section
Lower Columbia River Highway
Columbia County
St. Helens Rural Fire District

Please prepare our standard fire district agreement for the subject project as requested by Assistant Chief Broadbent in the attached letter.

The State will maintain the electrically connected components and share in the match money with the fire district.

If more information is required, please let us know.

L E George

L. E. George
Traffic Engineer

BET:klh
Attachment

PROJECT UNIT 3

[illegible] Mainor

Telephone 503 397-2990

ST. HELENS RURAL FIRE DIST.

St. Helens Rural Fire District
1221 Columbia Boulevard
St. Helens, Oregon 97051

August 16, 1983

OM MRE OE PPM CE
TOS RECEIVED ME
US AUG 17 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Lee Gunderson
State Highway Division
9002 S. E. McLaughlin
Milwaukie, Oregon 97222

Dear Sir:

Directors of the St. Helens Rural Fire District Board at their Regular Meeting, August 15, 1983 approved in sharing cost in the amount of $800.00 to install Emergency Signal lights at Columbia Blvd and St. Helens St in St. Helens, Oregon.

Please advise if there is any further information that is needed at this time. Thank you for your assistance in this matter.

Sincerely,

Lee A Broadbent

Lee A. Broadbent
Asst. Chief

Terry the estimate [illegible]
shown to the district was
signalization using one controler
[illegible] to have to review
[illegible] - both operation would
[illegible] intersection
be [illegible] discriminators - shown on
with relays [illegible]
attached sketch
Lee

NOTED
L. E. GEORGE

RECEIVED
[illegible] 1983
[illegible] ENGINEERING

T.A.W.

9/71 2W

ROAD DESIGN SECTION 378-6553 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

August 12, 1983

J. H. Versteeg
Road Design Engineer

File 53639
St. Helens St.-
Columbia Blvd. (St. Helens) Section
Columbia River Highway
Columbia County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By: JBS
J. B. Sevey
R/W Descriptions Coordinator

JBS:rlr
Attachments

Plan #10195

PROJECT PROSPECTUS
PART 4 — URVEY AUTHORITY

Columbia Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Columbia Blvd - ~~Bachelor Flat Road~~-Lower Columbia River Highway
Sykes Rd

REGION Metro

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 305-1909

DATE Aug. 10, 198

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 500	$ 500	915 AUDITS	$	$	933 SURFACE DESIGN	$ 500	$ 500
902 CITIZEN'S INVOLVEMENT	7,000	7,000	916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	-		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	500	500
905 FINAL DESIGN	1,000	1,000	920 PROGRAM MANAGEMENT	200	200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	1,500	1,500	923 ENVIRONMENTAL SECTION	200	200	950 TRAINING	0	
910 REGION GEOLOGIST	1,000	1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	-		980 PUBLIC HEARING	0	
913 RIGHT-OF-WAY LIAISON	-		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	300	300	932 RAILROAD & UTILITIES					

TOTALS	$	$ 14,300
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER M-6240(1)

LOCATION ENGINEER'S REMARKS

Widen Sykes Road to ~~24~~ 36' feet. Overlay existing roadway and construct storm drainage system.

1 Versteeg ✓
Anderson
2 Adams
(cy) Macnab
3 Stoudenmeyer
Turgin
4 Trout
(cy) Wakerlig
5 Molly

RECEIVED
NOV 18 1983
ROAD DESIGN SECTION

cy to Lyle
Do Not File ☐
Return To
Bring Up / /
Action

Approved by Hwy Engr. 9-28-83

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/17/83
RECOMMENDED, REGION ENGINEER X	DATE 8/17/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 10/13/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-7-83	

734-1914 (7-82)

Plan #10195

SEE INSTRUCTIONS ON REVERSE

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

KEY ID #:

SECTION: Bachelor Flat Road - Lower Columbia River Highway

REGION: Metro

STATE HIGHWAY #:	HIGHWAY NAME: Sykes Road	MILE POST FROM: TO:	LENGTH: 2830'
☐ URBAN ☐ RURAL	CITY: St. Helens	COUNTY: Columbia	ROAD/STREET NAME: Sykes Road
ROUTE #: 30	FEDERAL AID #: FAU 6240	APPLICANT (IF OTHER THAN STATE): City of St. Helens	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 14.3 ~~10.5~~	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$ 0	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 59.1		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	A
TEMPORARY PROTECTION	$ 12.0		Drainage	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
Drainage	$ 71.0		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	~~$ Incl. in PE~~ ← 57.9		DESIGN CATEGORY (1-7)	4	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 200. ~~140.6~~	WORK TYPE (1-12)	3	☐ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 214.3 ~~140.6~~				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR): /	RECOMMENDED FUNDING SOURCE: FAU	RECOMMENDED PROGRAM YEAR:

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	0	0
AVERAGE DAILY TRAFFIC	3400	4300
YEAR OF AVERAGE DAILY TRAFFIC	1982	2000

DEFINE THE PROBLEM

Sykes Road is currently a narrow two-lane roadway with a poor wearing surface and an open ditch for drainage.

PROPOSED SOLUTION

Widen Sykes Road to 36' ~~24~~ feet. Overlay existing roadway and construct a storm drainage system.

REQUESTED, REGION ENGINEER X	DATE 8/17/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 9-1-83	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

Plan #10195
SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Bachelor Flat Road-Lower Columbia River Highway

REGION Metro

PROJECT JUSTIFICATION

As requested by the City of St. Helens, reconstruct Sykes Road from Bachelor Flat Road to the Lower Columbia River Highway, a distance of 2830 feet. This reconstruction will include widening the wearing surface from 20 to 24 feet overlaying the existing wearing surface and construction of a storm drainage system.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

Plan #10195

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Bachelor Flat Road-Lower Columbia River Highway

REGION METRO

TER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	A	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	A	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	A	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	A	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) N	NEW (#) N

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
		N	N

UTILITIES (LIST BELOW)

COMPANIES Power: Portland General Elec.
Gas: Northwest Natural Gas
Water: City of St. Helens
Tele: Pacific NW Bell
TV: McCaw Commications
Sewer: City of St. Helens

RIGHT-OF-WAY LIAISON		EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 30 M.P.H	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				6 2'			10 12	×	10 12			6 2'				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Crushed Aggr.	8"				
Asp. Conc.	4"	3"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

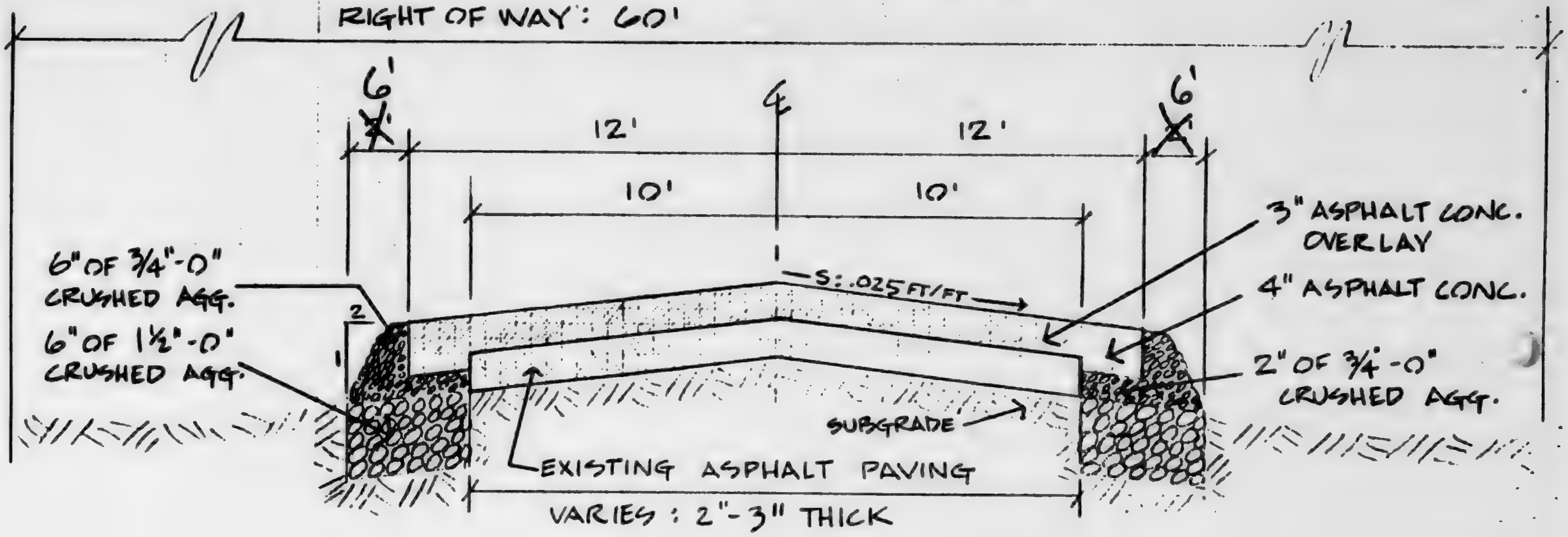
APPROVED

Location Engineer

Date 10/13/83

734-1912 (7-82)

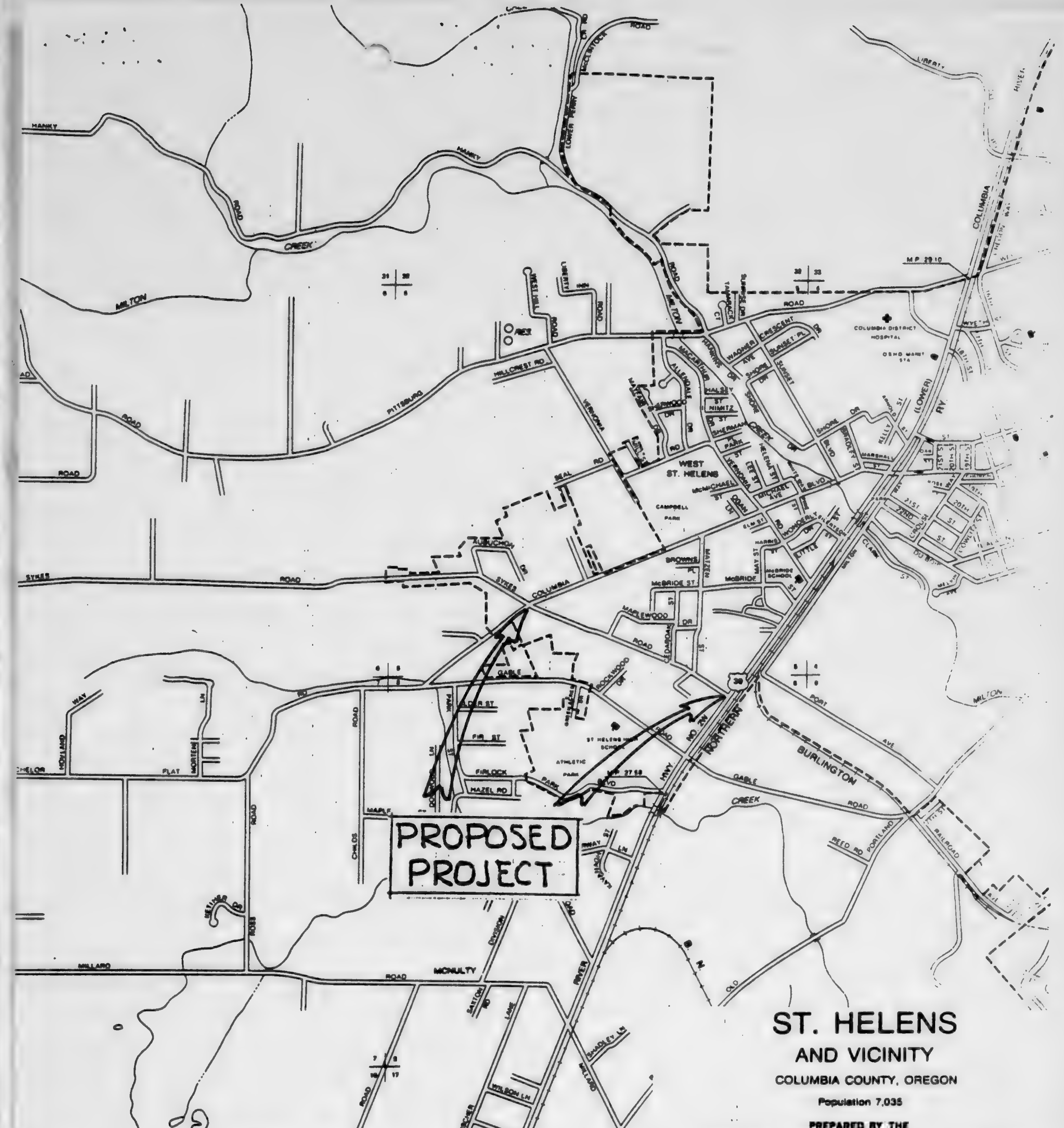
DESIRED ROADWAY


RIGHT OF WAY: 60'
6'
~~2'~~
12'
12'
6'
~~2'~~
10'
10'
6" OF 3/4"-0" CRUSHED AGG.
2
1
6" OF 1½"-0" CRUSHED AGG.
S: .025 FT/FT
3" ASPHALT CONC. OVERLAY
4" ASPHALT CONC.
2" OF 3/4"-0" CRUSHED AGG.
SUBGRADE
EXISTING ASPHALT PAVING
VARIES: 2"-3" THICK

TYPICAL SECTION OF SYKES RD.
FROM U.S.#30 TO COLUMBIA BLVD.

VERTICAL SCALE: 1" = 1'

HORIZONTAL SCALE: 1" = 5'


PROPOSED PROJECT
HANKY ROAD
MILTON CREEK
PITTSBURG ROAD
MILLCREST RD
LOWER FERRY RD
MILTON WAY
COLUMBIA DISTRICT HOSPITAL
COLUMBIA RIVER HWY
WEST ST. HELENS
CAMPBELL PARK
SYKES ROAD
COLUMBIA BLVD
MCBRIDE SCHOOL
MAPLEWOOD
GABLE RD
ALDER ST
FIR ST
FIRLOCK
HAZEL RD
MAPLE
ST HELENS HIGH SCHOOL
ATHLETIC PARK
MP 27.58
MP 29.10
BURLINGTON NORTHERN
GABLE CREEK ROAD
PORT AVE
REED RD
PORTLAND
RAILROAD
MILLARD ROAD
MCNULTY
CHILDS
ROSS
DIVISION
SAXTON RD
WILSON LN
FISCHER
BURLINGTON
COLUMBIA
ACHILLES RD
BAYVIEW RIDGE
MORSE
BECKY LN
BAYPORT
BENNETT
POND
HOWARD
PLAT
KEY TO STREET GRID
N.
S.
COLUMBIA BLVD
30
MARINA AND BOAT RAMP
CEMETERY

ST. HELENS

AND VICINITY

COLUMBIA COUNTY, OREGON

Population 7,035

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

March 1982

SCALE

800 0 800 1600 2400 FEET

250 0 250 500 750 METERS

I-84

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

July 22, 1963

J. H. Versteeg
Road Design Engineer

Files 53593 through 53598 & 53621
St. Helens St.-
Columbia Blvd. (St. Helens) Section
Columbia River Highway
Columbia County

Attached are descriptions (7 files), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

92-71

FEDERAL AID PROJECT REQUEST

Date April 18, 1983

Applicant Agency CITY OF ST. HELENS, OREGON

Request for: Off-System____, FAS-C____, FAUS x Project

Federal Aid Route No.______ Route Name Route not formally designated as of date

Project Name Sykes Road Improvement; Paving and Storm Drainage

Project Length 2,830 feet Project Location (Attach sketch map)

Project Description See attached sheet

Average Daily Traffic 3,400 Design Speed 30 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 feet Travel Lanes (2) 10 feet Shoulders None

Medians None Parking None

Sidewalks None

Remarks Existing grade is extremely uneven and rideability is poor. Aggregate base is generally inadequate and settling of the grade has occurred.

2. Desired Roadway Cross Section: (Attach sketch)

Width ~~24~~ 22 feet Travel Lanes (2) ~~12~~ 11 feet Shoulders (2) ~~2~~ 8 feet gravel

Medians None Parking None

Curbed None Length Curb Radii N/A

Sidewalk/Bikeway None

Remarks Project to be designed so that minimum of disruption to existing private appurtenances occurs.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum 60 feet Maximum 60 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No x

3. Will additional right-of-way be needed? Yes x No____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes x No____

Remarks Storm drain system to be constructed will discharge onto Burlington Northern R/W. Approximately 300 feet of open ditch development required across Burlington Northern R/W which, at this time, is assumed to only require a drainage easement.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None planned

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Only required regulatory signs included in project.

4. **Permanent Striping:**

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None planned

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location None planned

Approximate Size: Length Width

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Solid basalt rock lies approximately 2-3 feet below existing roadway for entire length of project.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No x

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	CITY OF ST. HELENS Office
2.	Environmental	CITY OF ST. HELENS Office
3.	Public Hearing	CITY OF ST. HELENS Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant 65% State 35% Consultant -

2. Project construction engineering to be performed by:

Applicant 90% State 10% Consultant -

3. Will applicant perform any work prior to or after award of contract?
Yes ____ No x
If "yes," describe briefly: ____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 59,100
Right-of-way costs (if participating)	-0-
Traffic control	-0-
Illumination	-0-
Structures	-0-
Railroad	-0-
Other Storm drainage system	71,000
Preliminary engineering	10,500
PROJECT TOTAL	$ 140,600

Remarks ____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ST. HELENS, OREGON and/or ____ COUNTY

By Rosaline L. Mallory By ____

By ____ By ____

By ____

7.7

I-84

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Columbia Boulevard-St. Helens Street, Lower Columbia River Hwy.

REGION: Metro

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	2	5-1904	12-23-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		800
905 FINAL DESIGN		7,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		4,000	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		5,000	923 ENVIRONMENTAL SECTION		500	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		6,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES					

TOTALS	$ 40,000	$ 40,000
PREVIOUS AUTHORIZATION		$ 33,500
ADD. AUTH. REQUIRED		$ 6,500

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: F-1(20)

LOCATION ENGINEER'S REMARKS

1 ✓
2
3 Adam
4

Watson

RECEIVED
FEB 22 1983
ROAD DESIGN SECTION

Do Not File
Return To
Action

PREPARED BY	DATE 12-22-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/14/83
RECOMMENDED, REGION ENGINEER X	DATE 12/23/82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 2-1?-83
RECOMMENDED, LOCATION ENGINEER X	DATE 2/10/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-29-82 1-25-83	

734-1914 (7-82)

2W

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE
PREFIX

1 - IDENTIFICATION

PROJECT NAME
Columbia Blvd. - St. Helens Street

HIGHWAY NAME: Lower Columbia River
HIGHWAY NUMBER: 2W

REGION: Metro
ADMINISTRATIVE DISTRICT: 2A
COUNTY: Columbia
CITY: St. Helens

LENGTH: 0.25
MILEPOST NUMBER: 28.5 TO 28.8
☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO
IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Widen the highway to four travel lanes with a left-turn median at Columbia Blvd. The existing 10-foot sidewalk on the west side will be narrowed to 6 feet. The traffic island at Columbia Blvd. will be removed.

Signal modifications will be required at both Columbia Blvd. and St. Helens Street. Bicycle lanes, 5 feet wide, will be included between the outside travel lanes and the curbs on each side. This project will require approximately a four-foot strip of right-of-way from Burlington Northern Railroad.

1 Versteeg ✓
Anderson
2 Adams 4
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
JUL 30 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 - 11,900
PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2000 - 15,400

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☒	☐	☐
PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH): 30
DESIGN STANDARDS: AASHTO
TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 7/21/82

REFERRED TO
Board Stoudenmeyer
Cole Mann
Eriksen 7 Watson W
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Two 12-foot lanes EB, one 12-foot lane WB	Four 11-foot lanes
SHOULDERS	Partial	5-foot bicycle lanes both side
MEDIANS	None	14-foot Lt. Turn Median @ Columbia Blvd.
PARKING LANES	Partial	None
SIDEWALKS	10-foot on west side	6-foot on west side
BIKEWAYS	None	5-foot bicycle lanes both sides
INTERCHANGES	None	None
OTHER:	Rt. turn lanes EB and WB	

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☒	☐	☐
Access Control	☐	☒	☐
Railroad Crossing	☒	☐	☐
At Grade	☒	☐	☐
Separated	☐	☒	☐
Railroad Encroachment	☒	☐	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Project Classification	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(1.0)	2.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	6
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

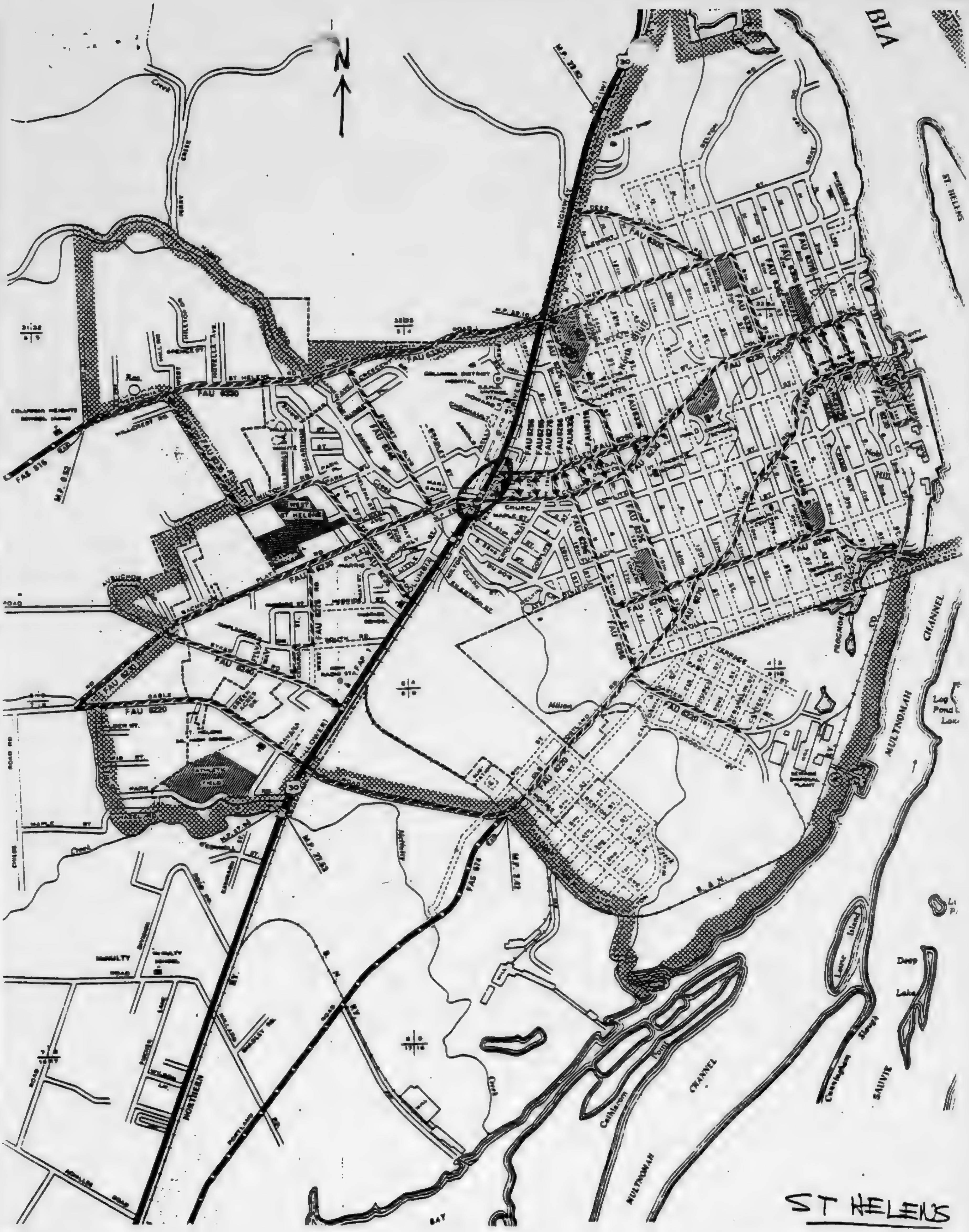
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	33,500	
RIGHT OF WAY	30,000	
TRAFFIC CONTROL	100,000	
ILLUMINATION		
STRUCTURES		
RAILROAD	113,000	
ROADWAY		
OTHER ______		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	276,500	

SUBMITTED BY ______


N
ST. HELENS
FAU 6220
FAS 516
COLUMBIA DISTRICT HOSPITAL
CHURCH
MAPLE ST.
WEST ST HELENS
ATHLETIC FIELD
Milton
Creek
MULTNOMAH CHANNEL
MULTNOMAH
CHANNEL
SAUVIE
Log Pond Lake
Deep Lake
Lower Island
NORTHERN
PORTLAND ROAD
McNULTY ROAD
BAY
S P & S
30

ST HELENS

1984 Oar Cr. Br. Sec, Scholfield 9892
Rd. E. of Reedsport.
(gr, pav, str.)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT May 7, 1987	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-1000(4)
COMPLETION DATE (Actual) June 14, 1985	ACCEPTANCE DATE BY CONRTACT AGENCY October 8, 1986	TIME ELAPSED 98 %	CONTRACT TIME June 20, 1985

by 5/28

STAT HWY ENGR
MAY 22 '87
REFER TO
Fredrickson
FOR

LOCATION
Oar Creek Bridge Section of County Road 55, about 2 miles east of Reedsport

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:
   - A. Construction of roadbed grading, aggregate base, and asphalt concrete pavement.
   - B. Construction of Bridge No. 16723 over Oar Creek
     Length: 103 feet Roadway Width: 27.6 feet
   - C. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Holst Construction Co.
3. Contract Amount: $201,280.41
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

COPY SENT
MAY 22 1987
[✓ State] Region D.C.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R.		SIGNATURE John T. Rice	
TITLE Area Engineer	DATE 5/21/87	TITLE District Engineer B	DATE 5/21/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

December 26, 1986

CON 5 - #9892

Employers Insurance of Wausau
9400 SW Beaverton Highway
Suite 300
Beaverton, OR 97005

On October 13, 1986, we wrote to you concerning release of final payment on Contract No. 9892 awarded to Holst Construction Co. for work on the Oar Creek Bridge Section of Scholfield Road in Douglas County.

Final payment on this contract is $6,811.24 and the total contract amount is $201,280.41. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cc: Holst Construction Co.
P.O. Box 1049
Oakridge, OR 97463

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. O. Fredrickson
Walt Hart
James J. Gix

cgc

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5
9892

TO: W. E. Schwartz
Assistant State Highway Engineer

DATE: November 14, 1986

FROM: Gerald Wimer Gerald Wimer
Construction Operations Engineer

SUBJECT: Interest Accrued Since Third Notification
Oar Creek Bridge
County Road No. 55
Douglas County
Contract No. 9892

RECEIVED
STATE HWY ENGR
NOV 17 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

This bridge replacement project was under the management of OBEC, a consultant firm under contract with Douglas County. The work was completed on June 14, 1985. The third notification was signed by OBEC for Douglas County on July 29, 1986, and dated retroactively to June 21, 1985. The sum of $6,811.24 was held as retainage. The Construction Section cleared the project on September 18, 1986, and the retainage was released on October 7, 1986. The interest accrued on the retainage is $1,490.93.

Between June 21, 1985, and September 18, 1986, OBEC, Douglas County, the Region, and the Construction Section worked together to obtain and review the project documentation. The Quality Control Unit in the Construction Section has attempted to sort out the responsibilities for the elapsed time but there does not appear to be a clear cut definition of who was responsible for what at what time. For instance, OBEC did not submit the Test Summary to the Region until August of 1985 even though the third notification was dated in June. Douglas County submitted to us the wrong local government certification twice. Also, the records showed that nonspecification aggregate was incorporated into the project without a price adjustment. We determined later that the records were incorrect and that all of the aggregates were within specifications. On our side, the Region did not notify the Construction Section that the third notification had been issued for this project. The work load in the Quality Control Unit was such that the highest priority was put on projects under third notice that had local government participation. Since the Region did not notify the Construction Section that the Oar Creek Bridge project was under third notice, the Quality Control Unit did not give this project their highest priority.

Because of the lack of clear responsibility for the project documentation, I recommend that we split the accrued interest due the contractor three ways. OBEC, Douglas County, and the State should each pay roughly $498 of the $1,491 accrued interest. I believe this to be the most fair and equitable solution. Region concurs. May I have your concurrence?

GW:AL:kjm
11133kd

Orig. to Wimer
cy Files
11/17

Approved

.125-1307

9892

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9892

TO: Commission Services

DATE: October 8, 1986

E S Hunter

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9892, On Site Work Substantially Completed June 14, 1985

All Work Completed June 21, 1985

Project Oar Creek Bridge

Highway County Road No. 55

County Douglas

Type of Work Grading, Paving and Structure

Contractor Holst Construction

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-13-86 Surety letter sent.

RECEIVED
OCT 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 7-403	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
PROJECT REPORT NUMBER	7-25-86	Project Number BROS-1000(4)
MODIFICATION NUMBER 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 1984 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 241,162.00	$ 236,662.00
Federal funds	$ 198,889.00	$ 189,329.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28TH day of JUL, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

RX For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon   July 23, 1986

Federal-Aid Project No. BROS-1000(4)

Oar Creek (Schofield Rd.) Bridge Section
County Road
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 6,900.00
	Total	$ 6,900.00

TYPE CODE X081
Structure (#16723)(Sta. 13+50 to 19+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 7.00	218	$ 1,526.00	184	$ 1,288.00
Temporary Guardrail, Type 2A	9.00	300	2,700.00	250	2,250.00
Temporary Concrete Barriers Reflect.	15.00	305	4,575.00	250	3,750.00
General Excavation	4.30	1,682	7,232.00	1,458.61	6,272.00
Stone Embankment	22.65	230	5,209.00	193.03	4,372.00
1"-0 Aggregate Base	7.64	1,350	10,314.00	1,194.24	9,124.00
			$31,556.00		$27,056.00

Decrease	$ 4,500.00
Subtotal of Previouse Estimate of November 1, 1984	234,262.00
Total	$229,762.00

Length of Project ------------------ 0.10 miles

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	County Funds
P.E.	117	80%	$ 6,900.00	$ 5,520.00	$ 1,380.00
Construction	117	80%	229,762.00	183,809.00	45,953.00
TOTAL			$236,662.00	$189,329.00	$47,333.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09892
Prefix: C210-1939 (PE)
Prefix: C210-1029

DDB:me

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-159	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
MODIFICATION NUMBER 2		County Douglas
		Project Number BROS-1000(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 241,162.00	$ 248,612.00
Federal funds	$ 192,929.00	$ 198,889.00
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs. Previously approved OFW #2 and OFW #3 are part of increased costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of March, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 14, 1985

FEDERAL AID PROJECT NO. BROS-1000(4)

OAR CREEK (SCHOLFIED RD.) BRIDGE
DOUGLAS COUNTY ROAD
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering — All Required — $ 6,900.00

TYPE CODE X081
STRUCTURE (#16723)(STA 13+50 to STA 19+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Barricades	$ 90.00	4	$ 360.00	5	$ 450.00
Moving Temporary Concrete Barricades	3.00	280	840.00	500	1,500.00
Temporary Metal Bridge Rail	8.00	188	1,504.00	216	1,728.00
Flaggers	15.00	100	1,500.00	157.5	2,362.50
Stone Embankment	22.65	230	5,209.50	241	5,458.65
Signal Controller Testing (SFO #2)	--	--	--	--	1,200.00
On-site Temporary Signal Testing (SFO #3)	--	--	--	--	500.00
	Subtotals		$ 9,413.50		$13,199.15

Increase	$ 3,785.65
Subtotal from estimate of October 1, 1984	206,398.70
Subtotal	$ 210,184.35
Engineering	31,527.65
Total	$ 241,712.00

Length of Project — 0.10 mi.

SUMMARY OF FUNDS (80.0%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 6,900.00	$ 5,520.00	$ 1,380.00
Construction	241,712.00	193,369.00	48,343.00
Total	$ 248,612.00	$ 198,889.00	$ 49,723.00

Group 1	100%
Contract No.	9892
Prefix:	210-1939
Prefix:	210-1029
Appn Code	117

WH:bkb

9892

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 10-81
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089
State: OREGON
County: DOUGLAS
Project Number: BROS-1000(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,900.00	$ 241,162.00
Federal funds	$ 5,520.00	$ 192,929.00
Other revisions		

This modification is made for the following reasons: To include contract construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

BX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 1, 1984

FEDERAL AID PROJECT NO. BROS-1000(4)

OAR CREEK (SCHOLFIELD RD.) BR. SECTION
COUNTY ROAD
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 6,900.00
		$ 6,900.00

TYPE CODE X081
STRUCTURE (#16723)(Sta. 13+50 to Sta. 19+00)

Mobilization	Lump Sum	All	Lump Sum	$ 6,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,500.00
Temporary Signs	Sq. Ft.	218	7.00	1,526.00
Temporary Barricades	Each	4	90.00	360.00
Temporary Guard Rail, Type 2A	Lin. Ft.	300	9.00	2,700.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	330	15.00	4,575.00
Moving Temporary Concrete Barriers	Lin. Ft.	280	3.00	840.00
Temporary Traffic Signal Installation	Lump Sum	All	Lump Sum	11,580.00
Temporary Metal Bridge Rail	Lin. Ft.	188	8.00	1,504.00
Flaggers	Hour	100	15.00	1,500.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	2,432.00
General Excavation	Cu. Yd.	1,682	4.30	7,232.60
Stone Embankment	Cu. Yd.	230	22.65	5,209.50
1"-0 Aggregate Base	Ton	1,350	7.64	10,314.00
Class "B" or Class "C" Asphalt Concrete	Ton	450	41.50	18,675.00
12-inch Culvert Pipe	Lin. Ft.	40	11.00	440.00
Guard Rail, Type 2A	Lin. Ft.	200	13.00	2,600.00
Guard Rail, Type 3	Lin. Ft.	100	30.00	3,000.00
Guard Rail Anchors, Type 1	Each	4	350.00	1,400.00
Rail End Pieces, Type C	Each	4	110.00	440.00
Extra for Asphalt Approaches	Each	5	160.00	800.00
Geotextile Fabric in Stabilization	Sq. Yd.	490	1.70	833.00
Filter Blanket	Ton	265	11.99	3,177.35
Bridge Removal Work	Lump Sum	All	Lump Sum	3,500.00

Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	1,200.00
Structure Excavation	Cu. Yd.	125	12.00	1,500.00
Special Wall Backfill	Cu. Yd.	22	25.00	550.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	500.00
Furnish HP 10x57 Steel Piling	Lin. Ft.	925	18.43	17,047.75
Drive Steel Piles	Lin. Ft.	925	3.50	3,237.50
Structural Concrete, Class 3300 (50 C.Y.)	Lump Sum	All	Lump Sum	15,000.00
Reinforcement (7,100 Lbs.)	Lump Sum	All	Lump Sum	4,800.00
100'/105' Deck Bulb Tee Prestressed Beams	Each	4	13,950.00	55,800.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	125	52.00	6,500.00
Metal Bridge Rail	Lin. Ft.	225	25.00	5,625.00
				$203,898.70

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,500.00
Roadside Seeding & Mulching	All Required	1,000.00
		$ 2,500.00
	SUBTOTAL	$206,398.70
	Engineering	27,863.30
	TOTAL	$234,262.00

Length of Project ----------------- 0.10 miles

SUMMARY OF FUNDS

DESCRIPTION	GROUP	APPN CODE	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS
Preliminary Engineering	1	117	$ 6,900.00	$ 5,520.00	$ 1,380.00
Construction	1	117	234,262.00	187,409.00	46,853.00
TOTAL			$241,162.00	$192,929.00	$48,233.00

Group 1: 100%
Contract No. 9892
Prefix: 210-1939 (P.E.)
Prefix: 210-1029 (Const.)

WH:pf

STATE COPY

TO BE COMPLETED BY FHWA 8-106	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 8-7-[illegible]	STATE OREGON COUNTY DOUGLAS PROJECT NO. BROS-1000(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Oar Creek (Scofield Rd.) Bridge #19C275

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-17-84	0.10
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT $ 6,900.00	FEDERAL FUNDS $ 5,520.00 ✓

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XX FOR: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator AUG 7 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 6, 1984

FEDERAL AID PROJECT NO. BROS-1000(4)

OAR CREEK BRIDGE
DOUGLAS COUNTY ROAD

PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	Lump Sum	All	--	$6,900.00
				$6,900.00

Length of Project -------------- 0.10 mi.

Federal Funds (80%)	$5,520.00 ✓
County Funds	1,380.00
TOTAL	$6,900.00

Group 1: 100%
Prefix:

WH:pf

OBEC #8-84

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Oar Creek Bridge	SECTION: Oar Creek Bridge	WEEK ENDING: 6-15-85
		SECTION PREFIX: 210-1029
CONTRACTOR: Holst Construction Co.	HIGHWAY: Scholfield Rd, Co.Rd.No. 55	COUNTY: Douglas
	KIND OF WORK: Grading, Paving, and Structure	
DATE OF CONTRACT: 9-25-84	CONTRACT NUMBER: 9892	FEDERAL AID PROJECT NUMBER: BROS-1000 (4)
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION: 1	DATE WORK STARTED: 10-8-84	ESTIMATED COMPLETION DATE: 6-14-85
	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 160	CALENDAR DAYS USED: 113
PROJECT AUTHORIZATION: $ 234,262.52	SPECIFIED COMPLETION DATE: 6-20-85	PERCENT OF TIME ELAPSED: 70.6% (Phase 1)
EXCLUSIVE OF ENGINEERING: $ 215,686.64	ENGINEERING AUTHORIZATION: $ 36,900.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 215,686.64	ENGINEERING COST TO DATE: $ 36,900.00+	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION: 100+ %	DATE PROJECT WAS COMPLETED: 6-13-85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,682 CY	1,350 ton			
TOTAL QUANTITIES CORRECTED TO DATE					450 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,458.43 CY	1,135.5 ton			
AVERAGE DAILY QUANTITIES					399.31 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Freight liner transport truck, Grove Hydro crane, pickup, hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16723							
PERCENT	100%							

	WEATHER	Cal. ~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
6-9-85 SUNDAY	sunny	0		
MONDAY 10	sunny			
TUESDAY 11	sunny			
WEDNESDAY 12	sunny			
THURSDAY 13	sunny			
FRIDAY 14	O/cast, fair			PROJECT COMPLETE TODAY.
SATURDAY 15	fair	0		

CAL RECEIVED LS TC
CM
SA CC
FE
FQC
CONSTRUCTION SECTION
FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

6-9-85 SUNDAY	No activity.
10 MONDAY	Holst, no activity. Douglas County striping crew painted stripes on entire project today.
11 TUESDAY	Bohemia/Umpqua Division delivered 60 tons of base rock today and placed on the shoulders with a front end loader, and wheel roller. Final raking and spading was done by hand.
12 WEDNESDAY	No activity.
13 THURSDAY	Holst Construction Co loaded out concrete barrier railing and cleaned up the job today.
14 FRIDAY	Holst Construction Co. continued to move out and clean up. Bridge end joints saw cut today and sealed. PROJECT COMPLETE TOADY.
15 SATURDAY	No activity.

REMARKS

SIGNED ______ LOCATION Reedsport, OR

Stewart L. McCornack, OBEC

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
CON 5

DATE: May 7, 1985

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Oar Creek Bridge Section
County Road No. 55 (Scholfield Rd.), Douglas County
Contract No. 9892

This federal aid off-system bridge replacement project is approximately 75 percent finished with completion anticipated in June, 1985. It now appears that the final cost will exceed the project authorization by $17,600 or eight percent.

The anticipated overrun is due solely to an overrun of construction engineering costs. The project is under management of OBEC, a consultant firm under contract with Douglas County. Monitoring of the consultant's work is being done by Highway Division personnel. The engineering estimate has been increased from $18,575 to $36,900 to agree with Consultant's Agreement between OBEC and Douglas County.

There are sufficient funds available in the category of work and all the increase except $4,700 is eligible for federal participation. The ineligible portion will be the responsibility of Douglas County.

I recommend that the authorization be increased by $17,600.00 to a new total of $251,862.52. This matter will be on the consent calendar for the May 21 Meeting.

bc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
J. J. Gix
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: May 7, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Oar Creek Bridge Section
County Road No. 55 (Scholfield Rd.), Douglas County
Contract No. 9892

This federal aid off-system bridge replacement project is approximately 75 percent finished with completion anticipated in June, 1985. It now appears that the final cost will exceed the project authorization by $17,600 or eight percent.

The anticipated overrun is due solely to an overrun of construction engineering costs. The project is under management of OBEC, a consultant firm under contract with Douglas County. Monitoring of the consultant's work is being done by Highway Division personnel. The engineering estimate has been increased from $18,575 to $36,900 to agree with Consultant's Agreement between OBEC and Douglas County.

There are sufficient funds available in the category of work and all the increase except $4,700 is eligible for federal participation. The ineligible portion will be the responsibility of Douglas County.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $17,600. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
L. D. Lindley (Liaison)
Jerry Bishop
B. M. Walton
D. L. Trout

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 7 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1000(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40228

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/17/84

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Raod

10. GENERAL LOCATION:

Oar Creek (Scofield Road) Bridge #19C275-05500075

11. GENERAL DESCRIPTION OF WORK

Signal Controller testing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~[illegible]~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/17/84 as requested in Mr. Fredrickson's letter of 11/6/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $1,200; Federal Funds $960.

Orig to
11/27

RECEIVED
STATE HWY ENGR
NOV 27 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 11/26/84

15. SIGNATURE OF APPROVING OFFICIAL G K [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

rll

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1000(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40228

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/19/84

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Raod

10. GENERAL LOCATION:

Oar Creek (Scofield Road) Bridge #19C275-05500075

11. GENERAL DESCRIPTION OF WORK

On-site temporary traffic signal testing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/19/84 as requested in Mr. Fredrickson's letter of 11/6/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $500; Federal Funds $400.

RECEIVED
STATE HWY ENGR
NOV 27 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig * 11/27

14. DATE 11/26/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosaner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
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FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119-3721
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

Notice to Public Agency and
Original Contractor or Reputed
Contractor as required by
Oregon Lien Laws.

SX-05965

TO: Oregon Dept. of Transportation
(Public Agency)
Transportation Building
Salem, OR

Date: October 16, 1984

#9892

CERTIFIED
P 429 993 727
MAIL

TO: Holst Construction
(Contractor)
P.O. Box 1048
Oakridge, OR 97463

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish New 10 x 57# Steel H Bearing Pile of Domestic Manufacture & New 10 x 57# Steel H Bearing Pile of Import Manufacture

equipment or materials for a total estimated price of $ 15,000.00

Fifteen thousand dollars

For the building, structure, or other work of improvement located at:

Oak Creek Bridge
County Rd #55
Douglas County, OR

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

Holst Construction
P.O. Box 1048
Oakridge, OR 97463

By: A. M. Roberts
L. B. FOSTER COMPANY

RECEIVED
OCT 22 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

McKnight rec.

October 11, 1984

Holst Construction Company
P. O. Box 1048
Oakridge, OR 97463

CON 5

#9892

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9892 for work on the Oar Creek Bridge Section of the Scholfield County Road in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Ronald Busey

HOLST CONSTRUCTION CO.
76700 HIGH PRAIRIE RD. PH. 782-2880
P.O. BOX 692 OAKRIDGE, OREGON 97463

September 24, 1984

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

OAR Creek Bridge Section
Scholfield Road (County Road No. 55)
Off-System, Douglas County, OR.

Dear Sir:

The Minority and Women OWner Contractor we are useing on this project will be J & J Fence, 694 N. 34th St., Springfield, OR. 97477.

J & J will sub-contract the following items:

Item				
08	Temp traffic signal installation		LS	$11,537.00
17	Guard Rail, Type 2A	200 LF	@13.00	2,600.00
18	Guard Rail, Type 3	100 LF	@30.00	3,000.00
19	Guard Rail Anchors Type 1	4	@350.00	1,400.00
20	Rail End Pieces Type C	4	@110	440.00
35	Metal Bridge Rail	255 LF	@18.00	4,050.00
				$23,027.00

Yours very truly,

Effie Holst

Effie Holst.

cc: J & J Fence

RECEIVED
SEP 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc John Widmer

G442

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1000(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40228

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-22-84

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

RECEIVED
STATE HWY ENG
SEP 6 '84
REFER TO Potter
FOR
Info Inves R/D D/R Spec Act File

10. GENERAL LOCATION:
Oar Creek (Scofield Rd.) Br #19C275-05500075

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 8-20-84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $225,000 Federal Funds $180,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

The certification of Mr. Rod Henrey dated 8-16-84 that provisions of FHPM 7-5-1 have been complied with is accepted.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 8/24/84

15. SIGNATURE OF APPROVING OFFICIAL S. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

Douglas Co.

Versteeg
Anderson
Adams
[illegible]
Edwards
Torpin T
Trout
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RECEIVED
AUG 20 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ..../..../....
Action

ROAD DESIGN SECTION

August 20, 1984

DES 16

Louis Pierce
OBEC Consulting Engineers
244 Country Club Road
Eugene, OR 97401

RE: Oar Creek Bridge Section
Scholfield Road (Co. Rd. No. 55)
Douglas County

On June 7, 1984 this office reviewed plan sheet number 5 of the subject project plans prepared by OBEC Consulting Engineers.

At that time we noted that the plans showed temporary type 1 guardrail and referred to Standard Drawing No. 2203 for temporary signals on the project.

We told your representative that the guardrail needs to be type 2A with type "C" end protector and type 1 anchors. We also noted that Standard Drawing No. 2203 shows temporary continuous rail traffic barrier which should not be installed and should be replaced with temporary concrete barrier with aggregate mound and protection. Part of the guardrail has been changed to temporary concrete barrier, however, some type 1 guardrail is still shown. No end protection was shown on the concrete median barrier.

There was an unsafe condition shown on the plans where the road approach at station 14 + 70 is shown. The signalization plan does not consider traffic entering from this approach. We told your representative that a separate signal phase should be provided for the road approach, or the signal should be moved southerly so that traffic from the road approach would be signalized through the project by the proposed signal. Neither method has been used and your plan retained the unsafe condition. Unsignalized traffic enteres a oneway signalized area creating potential for a headon collision.

I spoke to you on August 16th to advise about the signal problem and later noticed the unprotected ends of the concrete barrier. Both of these conditions should be corrected before contract award. We will proceed to contract advertisement on August 23 with the understanding that revised plans incorporating these changes will be received no later than August 29. Revised plans will be sent to plan holders for bids received on September 13.

If you have any questions, please call Andy Anderson or myself.

DONALD R. ADAMS, P.E.
Final Design Engineer

DRA:AA:bn

9/12

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO
BROS-1000(4)

2. STATE PROJECT NO
See Below

3 FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40228

2A. COUNTY NAME
Douglas

6 TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 13 '84
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE
8/3/84

8. FEDERAL ROUTE NUMBER
Non Federal-aid

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
Oar Creek (Scofield Road) Brige #19C275-055-00075

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's letter of 7/31/84 I approve the program change as follows:

1) Character of Proposed Work: Add "One Bridge".
2) Work Type Code: Add "X081 with improvement Code 09".
3. Estimated Project Cost by Phases: Add CONST-----

TEC	FF	OTHER
$225,000	$180,000	$45,000

4) Project Data: Add "Construct on existing alignment one prestressed concrete bulb "T" beam bridge (Br. No. 16723) 103 feet long with horizontal clearance of 27 feet 7½ inches, remove existing structure, construct approach roadways as necessary; install guardrail on both sides at each end of the bridge, riprap as necessary, adjust utilities as required and perform incidental work common to this type of project".

14. DATE
8/10/84

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hessner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9742 +

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 31, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 40228
Project No. BROS-1000(4)
Oar Creek Bridge Section
Scofield Road
Douglas County

I request a program change to add the construction phases requiring revisions to the project as follows:

1) Character of Proposed Work: Add "One Bridge".

2) Work Type Code: Add "X081 with improvement Code 09".

3) Estimated Project Cost by Phases: Add CONST-------

TEC	FF	OTHER
$225,000	$180,000	$45,000

4) Project Data: Add "Construct on existing alignment one prestressed concrete bulb "T" beam bridge (Br. No. 16723) 103 feet long with horizontal clearance of 27 feet 7 1/2 inches, remove existing structure, construct approach roadways as necessary; install guardrail on both sides at each end of the bridge, riprap as necessary, adjust utilities as required and perform incidental work common to this type of project".

5) NOTE: Construction engineering will be by Consultant with review by State.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 13, 1984.

JLG:pf
cc: M. Shultz
Guy Johnson
Jan Peterson, Highway Accounting
General Files

Form 734-3122

9442SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1000(4)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO 40228

6 TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-17-84
8. FEDERAL ROUTE NUMBER Non Federal aid
9. STATE ROUTE NUMBER County Road

10 GENERAL LOCATION
Oar Creek (Scofield Rd) Br #19C275

11. GENERAL DESCRIPTION OF WORK
Preliminary Egineering

12 YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including Archeological salvage and utility
☐ ACQUISITION OF RIGHT-OF-WAY
Preparatory work
TEC $6,900 - F.F. $5,520
☐ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Potter's PEA dated 6-19-84. The above authorization is subject to a field review.

RECEIVED
STATE HWY ENGR
JUL 26 '84
REFER TO
Potter
FOR
Info | Inves | R/D | D/R

14. DATE 7/20/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

June 29, 1984

Douglas County Board of Commissioners
1036 SE Douglas
Roseburg, OR 97470

AGR 4

Attention: Doris L. Wadsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 8148

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Oar Creek Bridge (Scholfield County Road No. 55) #55-0.75.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

9892

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

April 12, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Oar Creek Bridge #19C275
Scholfield County Road #55
Douglas County
BROS-1000(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council of Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:gc

Attachement (4)

cc: U.S. Coast Guard, 13th District, Attn: John Mikesell w/attach

CONCUR:

Robert O. Hathaway

For Division Administrator Date 5/19/84
Federal Highway Administration
Oregon Division

ENVIRONMENTAL SECTION
May 16, 1984

cc:
J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Uni
Norm Davis
Surfacing Design
General Files
Jim Gix
Steve Littrell
Elliott Parker
Jack McCormick
Don Keyes (8)

Form 734-3122

U.S. Department
of Transportation
**United States
Coast Guard**

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
April 24, 1984

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Wilken:

We have reviewed the project classification prepared by the Oregon State Highway Division for the project:

Oar Creek Bridge #19C275
Scholfield County Road #55
Douglas County
BROS-1000 (-)

The Coast Guard has processed and issued a bridge permit for this project. Permit 4-82-13, dated February 25, 1982 was forwarded to Douglas County on March 5, 1982.

Our environmental documentation for the project consisted of a catagorical Exclusion Determination.

Sincerely,

John E. Mikesell

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

Copy: USDOT, Campbell [illegible]

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION Oar Creek Bridge #19C275	KEY ID # 02369 REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

One parcel of right-of-way totaling 0.1 acre has already been acquired as has one submerged lands easement from the Division of State Lands. No impact will result in the future.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project is a bridge replacement. It is consistent with the Douglas County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project would restore the legal load limit to this crossing and it would improve safety. Changes in volume would be small.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The proposed project would encroach upon the Oar Creek floodplain but such encroachment would not be significant. Wetlands impacts would also not be significant.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Oar Creek is under tidal influence and is thus considered navigable by the Coast Guard. It is also part of the Scholfield Creek (Umpqua River) estuary.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

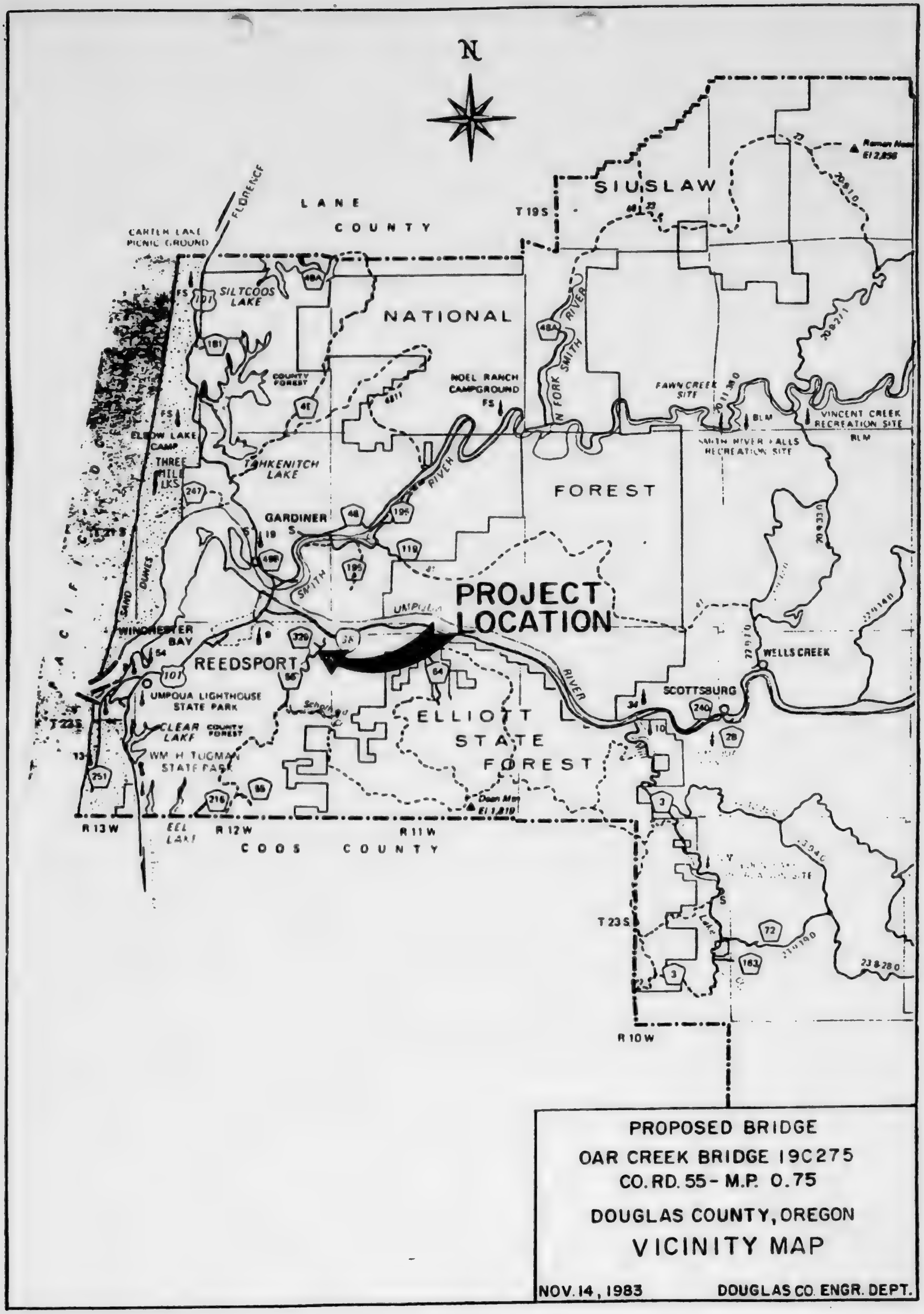
The project is a bridge replacement which does not have the potential for significant impact. The project has been previously assessed by the Coast Guard on behalf of Douglas County and found not to have significant impacts.

OTHER DOCUMENTATION

Coast Guard Bridge Permit (already issued, when County proposed project earlier under county funding)
404 Permit
DSL Permit

PREPARED BY X L.E. Busenbark, Douglas County Rd. Dept.	TELEPHONE NUMBER 440-4268	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE May 10, 1984

734-1913 (7-82)


N
LANE COUNTY
SIUSLAW
NATIONAL
FOREST
FLORENCE
CARTER LAKE PICNIC GROUND
SILTCOOS LAKE
TAHKENITCH LAKE
ELBOW LAKE CAMP
THREE MILE LKS
NOEL RANCH CAMPGROUND
N FORK SMITH RIVER
FAWN CREEK SITE
VINCENT CREEK RECREATION SITE
SMITH RIVER FALLS RECREATION SITE
BLM
GARDINER
SMITH RIVER
PROJECT LOCATION
UMPQUA RIVER
WINCHESTER BAY
REEDSPORT
UMPQUA LIGHTHOUSE STATE PARK
CLEAR LAKE
COUNTY FOREST
WM H TUGMAN STATE PARK
ELLIOTT STATE FOREST
WELLS CREEK
SCOTTSBURG
SAND DUNES
PACIFIC OCEAN
EEL LAKE
COOS COUNTY
T 19 S
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38
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PROPOSED BRIDGE
OAR CREEK BRIDGE 19C275
CO. RD. 55 - M.P. 0.75

DOUGLAS COUNTY, OREGON

VICINITY MAP

NOV. 14, 1983 DOUGLAS CO. ENGR. DEPT.

PROJEC PROSPECTUS
PART 4-— SURVEY AUTHORITY

Douglas Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02369

SECTION Oar Creek Bridge #55-0.75   90275

REGION 3

Schofield Co. Road #55

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 210-1939

DATE 12-20-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		300
903 LOCAL GOVERNMENT		500	918 LOCATION		100	935 SOILS		200
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		500
906 BRIDGE DESIGN		1,500	921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		100	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$	$ 6,900

RIGHT-OF-WAY PREFIX NA

PREVIOUS AUTHORIZATION $

FEDERAL AID PROJECT NUMBER BROS-1000(4)

ADD. AUTH. REQUIRED $

LOCATION ENGINEER'S REMARKS

[illegible]

1 Versteeg ✓
Anderson
4 Adams
4 Macnab
2 Edwards E
Terpin
3 Trout
4 Wakerlig

RECEIVED
JUL 26 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY	DATE	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE 3-14-84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 3-12-84
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-17-84	

734-1914 (7-82)

LDC

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02369

SECTION Oar Creek Bridge #55-0.75 19C275			REGION #3	
STATE HIGHWAY #	HIGHWAY NAME Scholfield Co. Road #55		MILE POST FROM 0.70 TO 0.80	LENGTH 0.10
☐ URBAN ☒ RURAL	CITY ---	COUNTY Douglas	ROAD/STREET NAME Scholfield County Road #55	
ROUTE # C-55	FEDERAL AID # Off-System	APPLICANT (IF OTHER THAN STATE) Douglas County		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 1 ---	GRADING	(✓)	XX	FILES	(#)	Unknown
RIGHT OF WAY		$ -	PAVING	(✓)	XX	ACRES	(#)	N/A
ROADWAY	$ 27		STRUCTURES	(✓)	XX	RELOCATIONS	(#)	N/A
STRUCTURES	$ 144 ~~140~~		SIGNING	(✓)	XX	WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$ ---		SIGNALS	(✓)	N/A	PRELIMINARY ENGINEERING	(S,C,A)	C
ILLUMINATION	$ ---		ILLUMINATION	(✓)	N/A	CONSTRUCTION ENGINEERING	(S,C,A)	C
TEMPORARY PROTECTION	$ .15					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	~~A~~
Remove Exist. Br.	$ 11		ENVIRONMENTAL CLASS	(1,2,3)	X 2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	~~A~~
40% ENGINEERING & CONTINGENCIES	$ 78 ~~56~~		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 275 ~~223~~	WORK TYPE	(1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ ~~224~~						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1984-85

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	0	0
AVERAGE DAILY TRAFFIC	500	500
YEAR OF AVERAGE DAILY TRAFFIC	80	83

DEFINE THE PROBLEM

"General deterioration." Oar Creek Bridge is a 30 year old timber trestle with five (5) 17' spans. Many of the timber members are in various stages of failure. Bent #1 has been repaired with steel piles and cap to support Span #1. The structure needs replaced to meet current standards.

PROPOSED SOLUTION

Replace the bridge to restore legal load carrying capacity.

REQUESTED, REGION ENGINEER X	DATE 1/16/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82) Submitted By Terry R Bander Douglas County Eng Dept

PROJEC . PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02369

SECTION Oar Creek Bridge #55-0.75 19C275

REGION 3

PROJECT JUSTIFICATION

Oar Creek Bridge is a 5-span, 87' long timber trestle built in 1953. The structure is located on Scholfield County Road #55 at M.P. 0.75 and carries an ADT of 500, which includes a fair amount of logging traffic, 10 to 30% at times.

This bridge was inspected in 1982 and found to have major failure in the supporting piles and caps. In the spring of 1983, temporary repairs to the structure were made.

As a result of these repairs and inspections, the inventory load recommended is:

Single Axle:	5 Tons
Tandem Axle:	7 Tons

The Oar Creek Bridge has come to the end of its useful life to our road system, with an SR of 4 it should be considered for replacement in the very near future.

Because of the low load handling ability of this bridge and potentially high demand by the timber industry, we are requesting strong consideration be given for immediate funding.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02369

SECTION: Car Creck Bridge #55-0.75 19C 275

REGION: 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

A—95		SIGNS (PERMANENT)		STORM SEWER	N
CITIZEN'S ADVISORY COMM.		STRIPING (PERMANENT)		LANDSCAPING	N
PHOTOGRAMMETRY		PROJECT SIGNING		IRRIGATION	
RECONNAISSANCE SURVEY	C	DETOUR	N	BORROW SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	A
SOILS INVESTIGATION		RR SEPARATION	N	NAVIGABLE STREAM	[illegible]
HYDRAULIC STUDY	N	RR ENCROACHMENT	N		

PERMITS AND DOCUMENTS

AIRPORT CLEARANCE		WETLANDS	/
CONDITIONAL USE	C S	SENSITIVE LAND	/
FLOOD PLAIN	C S	CULTURAL RESOURCE	
CORPS OF ENGINEERS	C S	DEQ INDIRECT SOURCE	
COAST GUARD	S	DEQ NON-POINT SOURCE WATER	N
STATE LANDS	A	SECTION 106	
GEOLOGY AND MINERALS	N	NOISE STUDY	
BUILDING		SECTION 4(F)	
SIGNALS	N	OLD (#) / NEW (#)	
UTILITIES	E	(LIST BELOW)	

COMPANIES
Telephone

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
		0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 55 mph

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING					1.5'			11'	0	11'			1.5'				
					3'			12'	0	12'			3'				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
1"-0 Baserock	12" Min		Class "B" AC	2"	
Class "B" AC leveling	2"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	113'	34'	$144,000 ~~$140,000~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02369

SECTION Oar Creek Bridge #19C275

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

One parcel of right-of-way totaling 0.1 acre has already been acquired as has one submerged lands easement from the Division of State Lands. No impact will result in the future.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project is a bridge replacement. It is consistent with the Douglas County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project would restore the legal load limit to this crossing and it would improve safety. Changes in volume would be small.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The proposed project would encroach upon the Oar Creek floodplain but such encroachment would not be significant. Wetlands impacts would also not be significant.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Oar Creek is under tidal influence and is thus considered navigable by the Coast Guard. It is also part of the Scholfield Creek (Umpqua River) estuary.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

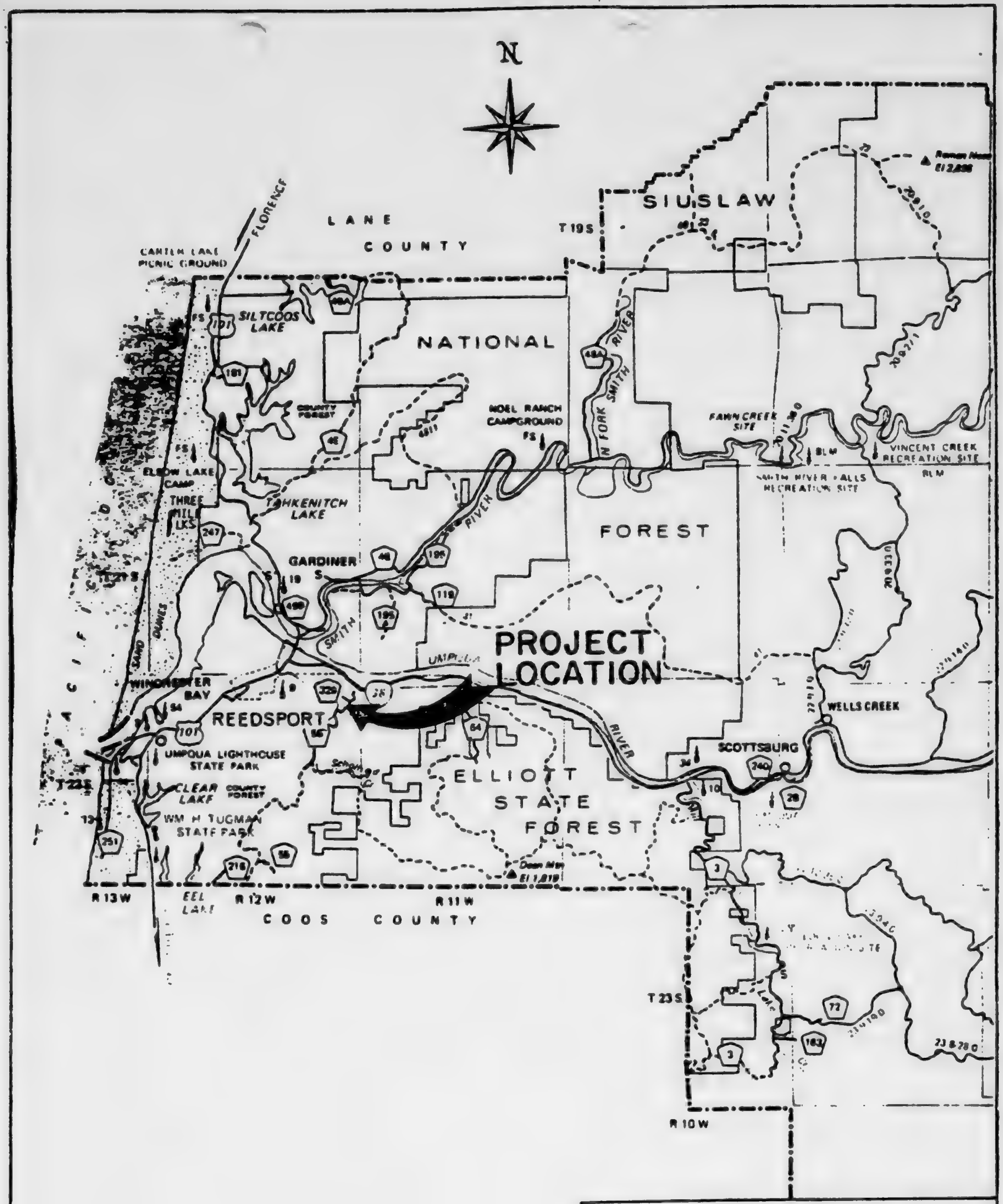
The project is a bridge replacement which does not have the potential for significant impact. The project has been previously assessed by the Coast Guard on behalf of Douglas County and found not to have significant impacts.

OTHER DOCUMENTATION

Coast Guard Bridge Permit (already issued, when County proposed project earlier under county funding)
404 Permit
DSL Permit

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X L.E. Busenbark, Douglas County Rd. Dept.	440-4268	May 10, 1984

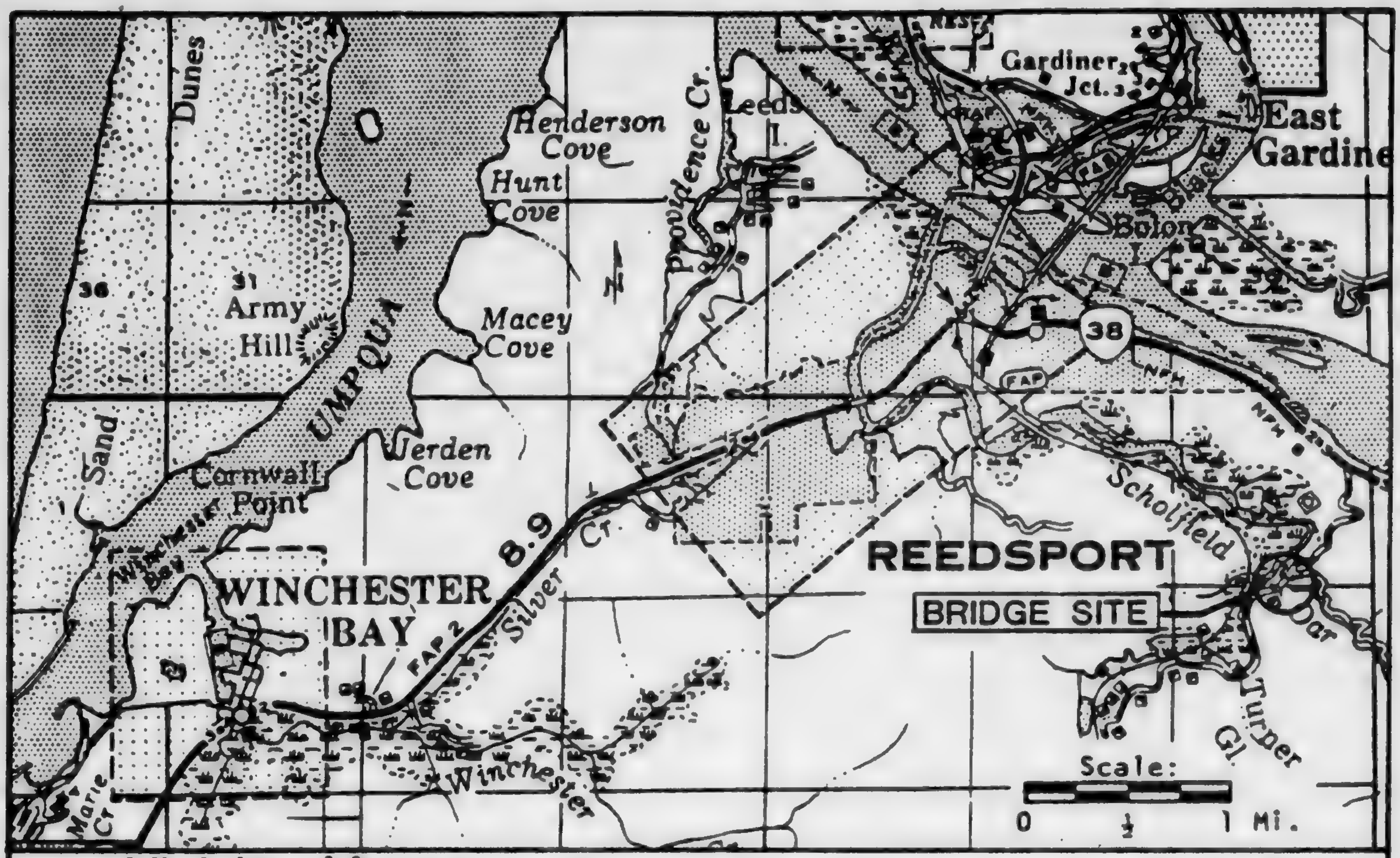
734-1913 (7-83)


N
SIUSLAW
T19S
LANE COUNTY
FLORENCE
CARTER LAKE PICNIC GROUND
SILTCOOS LAKE
101
NATIONAL
NOEL RANCH CAMPGROUND
NORTH FORK SMITH RIVER
FAWN CREEK SITE
BLM
VINCENT CREEK RECREATION SITE
SMITH RIVER FALLS RECREATION SITE
COUNTY FOREST
ELBOW LAKE CAMP
THREE MILE LKS
TAHKENITCH LAKE
GARDINER
FOREST
SMITH RIVER
SAND DUNES
PROJECT LOCATION
UMPQUA
WINCHESTER BAY
REEDSPORT
38
RIVER
WELLS CREEK
SCOTTSBURG
UMPQUA LIGHTHOUSE STATE PARK
ELLIOTT STATE FOREST
CLEAR LAKE
WM. H. TUGMAN STATE PARK
T22S
R13W
EEL LAKE
R12W
R11W
COOS COUNTY
T23S
R10W
PACIFIC OCEAN

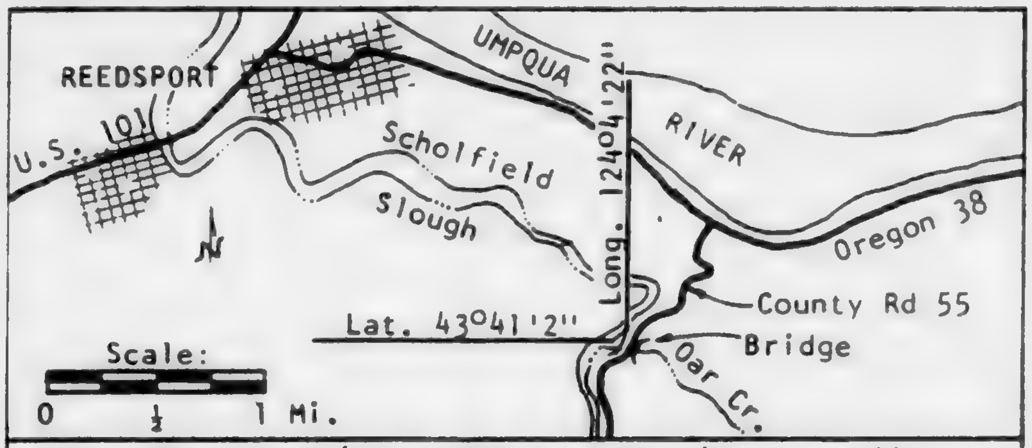
PROPOSED BRIDGE
OAR CREEK BRIDGE 19C275
CO. RD. 55 - M.P. 0.75
DOUGLAS COUNTY, OREGON

VICINITY MAP

NOV. 14, 1983 DOUGLAS CO ENGR. DEPT.


Dunes
Henderson Cove
Hunt Cove
Macey Cove
Jerden Cove
Providence Cr.
Leeds
Gardiner Jct.
East Gardine
Bolon
38
Army Hill
UMPQUA
Sand
Cornwall Point
WINCHESTER BAY
8.9
Silver Cr.
FAP 2
Winchester
Marie Cr.
REEDSPORT
BRIDGE SITE
Scholfield
Oar
Turner Gl.
Scale:
0 ½ 1 Mi.

Vicinity Map. (From Douglas County General Highway Map.)

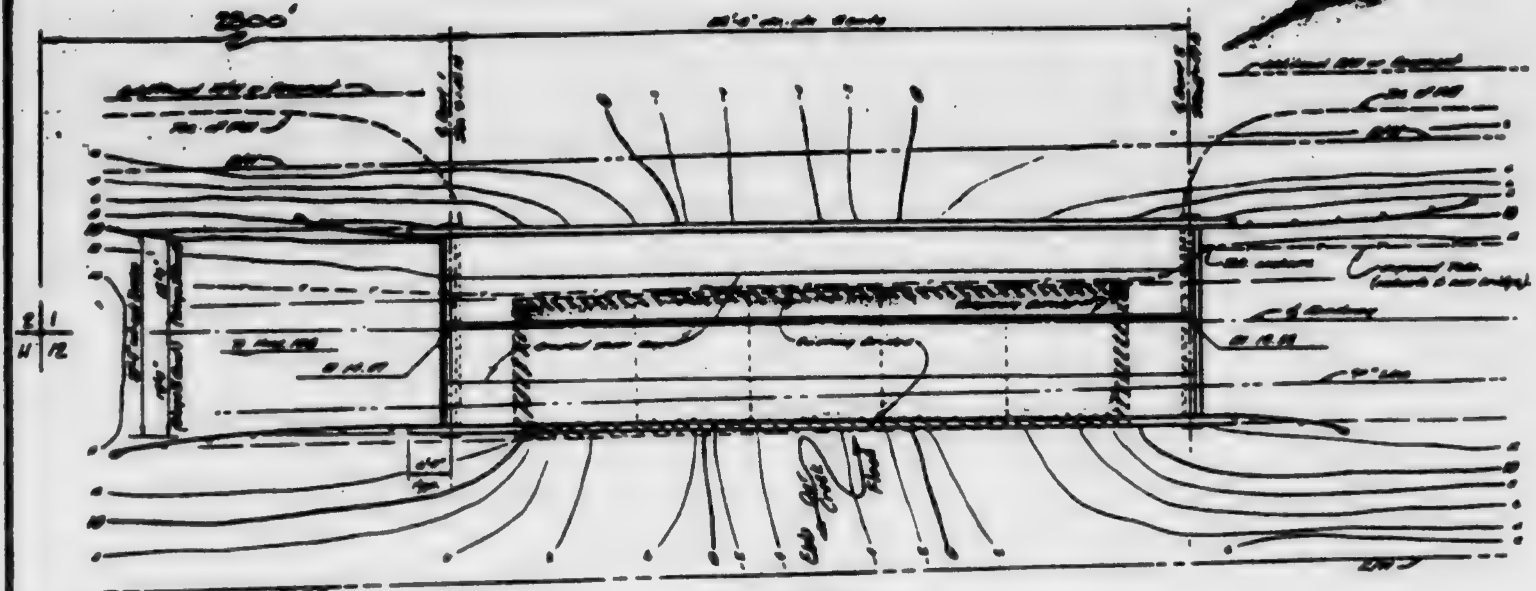

REEDSPORT
U.S. 101
UMPQUA
RIVER
Scholfield
Slough
Long. 124°4'22"
Oregon 38
County Rd 55
Lat. 43°41'2"
Bridge
Oar Cr.
Scale:
0 ½ 1 Mi.

Location Map. (From USGS Quad Map (Reedsport))

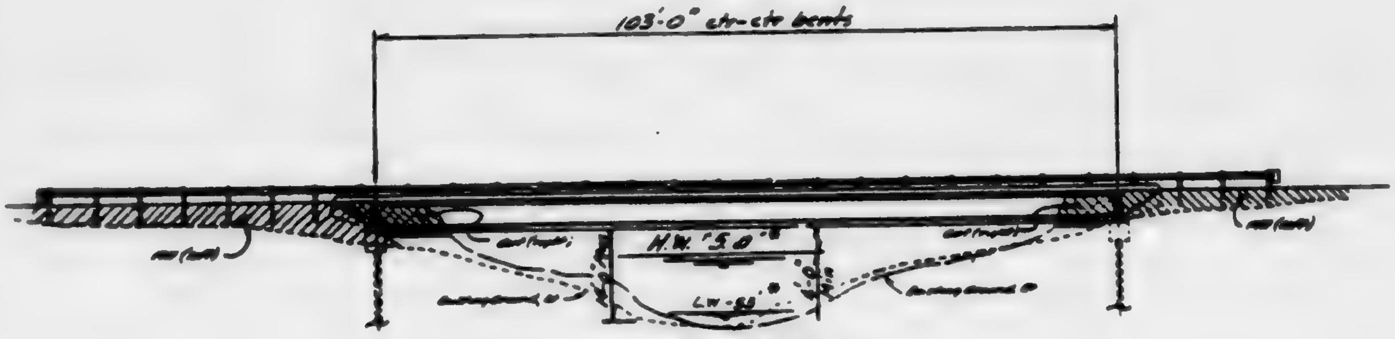
T 22S

R 12W

BRIDGE REPLACEMENT OVER OAR CREEK
AT REEDSPORT
DOUGLAS COUNTY, OREGON
APPLICATION BY: DOUGLAS, COUNTY
Sheet 1 of 2 Date: 5/81


2800'
2/1
11/12

PLAN


103'-0" ctr-ctr bents
H.W. *5.0*
LW -0.0*

ELEVATION

*Estimated extremes. Water surface datum = MLLW at Humboldt Bay reference Station. (Elevations corrected to NVGD 1947).

SCALE:
0 10 20 30 40 50 FEET

IN OAR CREEK
AT REEDSPORT
COUNTY OF DOUGLAS STATE OREGON
APPLICATION BY DOUGLAS COUNTY
SHEET 2 OF 2 DATE 5/81

1984 Langdon Lake-Blue Mt. Summit 9893
Sec, Weston-Elgin Hwy. NW of Elgin.
(base and paving)

9893

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P.O. BOX 768 McMINNVILLE, OREGON 97128

April 13, 1987

Mr. Thomas C. Riener
Seubert Excavators, Inc.
PO Box 57
Cottonwood, ID 83522

RE: Langdon Lake-Blue Mountain Summit
OSHD 9893

Dear Tom:

I understand your frustration and thought I had explained it to you over the telephone. This is not the only project we have open for over three years.

I have asked Ed Hunter for help and have met with two members of the new commission. I have also called the Construction Department. All we need is the final estimate to verify the final quantities. The State does tell us we have been over paid, but they will not send us the paperwork to back this up.

I regret this as much as you, and I am sorry, but we cannot pay you any interest as I told you in our telephone coversation.

Sincerely,

J. C. COMPTON COMPANY

John C. Compton, President

JCC:sb
cc: Oregon State Highway Department

RECEIVED
STAT. HWY ENGR
APR 14 '87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

4-14-86

Jackmond
Have we sent
the paperwork.
EDH

Copy sent Jackmond
4-14-87. Jo.

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

April 3, 1987

Mr. John Compton
J. C. Compton Co.
P. O. Box 768
McMinnville, OR 97128

In Reply Refer to File No.:
CON
9485
9893
10073
9669

Re: Status of Projects

Recently, while discussing other matters with Mr. E. S. Hunter, you inquired of the status of four (4) projects constructed by your company.

This is the status as of March 30, 1987:

1. Contract No. 9485 - Vail Creek-Nylund Road - The final voucher on this project was forwarded to you on approximately March 14, 1987, by the Accounting Section. The final voucher is a billing for approximately $17,612 reflecting an overpayment during the construction of the project.

2. Contract No. 9893 - Langdon Lake-Blue Mountain Summit - We have been advised by the Accounting Section that the final voucher for this project will probably be forwarded to you today. This also will be in the form of a billing reflecting a $31,013 overpayment to you on the asphalt escalation item during construction of the project.

3. Contract No. 10073 - 17th St.-Edmunston St. (McMinnville) - The final estimate for this project was forwarded to the Accounting Section for payment on March 24, 1987. You should be receiving it shortly.

4. Contract No. 9669 - Sandy River-Mitchell Point - This project is being held pending receipt of the PR-47 from you.

We apologize for the delay in providing you this information. We also request your cooperation in furnishing the required documentation for the Sandy River-Mitchell Point project.

O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:GH:mk

bc: E. S. Hunter
W. E. Schwartz
Bruce Walton

04031m

NOTED
E. SCHWART

RECEIVED
STATE HWY ENGR
APR 6'87
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

9893

January 16, 1987

CON 5 - #9893

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On October 13, 1986, we wrote to you concerning release of final payment on Contract No. 9893 awarded to J. C. Compton Company for work on the Langdon Lake-Blue Mountain Summit Section of the Weston-Elgin Highway in Umatilla and Union Counties.

The total contract amount is $926,128.18, including $5,144.61 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: J. C. Compton Company
P.O. Box 768
McMinnville, OR 97128

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

1873

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	US Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 12-332	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Umatilla & Union
PROJECT REPORT NUMBER		Project Number F-FLH-FH-89(6)
MODIFICATION NUMBER 3	12-23-86	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 24, 1984.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,072,582.00	$ 1,015,861.00
Federal funds	$ 800,000.00	$ 800,000.00 (183)
	200,000.00	200,000.00 (191)
Other revisions	63,981.00	13,981.00 (010)

This modification is made for the following reasons:

To release 010 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of DEC, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXXFor: Larry Rulien

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Ga. Files

Oregon State Highway Division
Salem, Oregon December 9, 1986

Federal-Aid Project No. F-FLH-FH-89(6)

Langon Lake - Blue Mountain Summit Section
Weston-Elgin Highway
Umatilla & Union Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (M.P. 20.80 to M.P. 23.70)

Subtotal from Estimate of September 25, 1985		$ 933,752.00
	Engineering	82,109.00
	Total	$1,015,861.00

Length of Roadway -------------------- 2.90 miles
Cost of Roadway Per Mile ------------ $350,296.90

SUMMARY OF FUNDS

Description	Appn Code	Group	Total Cost	Federal Funds	State Funds
Roadway	183 (FLH)	11	$ 777,427.00	$ 777,427.00	$ ---
Roadway	191 (FH)	21	200,000.00	200,000.00	---
Reserve	183 (FLH)	11	22,573.00	22,573.00	---
Roadway (88.15%)	010 (F)	31	15,861.00	13,981.00	1,880.00
TOTAL			$1,015,861.00	$1,013,981.00	$ 1,880.00

Group 1 = 100%
Contract No. 9893
Prefix: 130-1996 (P.E.)
Prefix: C09893

RLC:me

7842

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-180	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Umatilla & Union
MODIFICATION NUMBER 2		Project Number F-FLH-FH-89(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 24, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,000,000.00	$ 1,072,582.00
Federal funds	$ 1,000,000.00	$ 1,063,981.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of DEC, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XBY For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 3-83)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 25, 1985

FEDERAL AID PROJECT NO. F-FLH-FH-89(6)

LANGDON LAKE-BLUE MOUNTAIN SUMMIT SECTION
WESTON-ELGIN HIGHWAY
UMATILLA AND UNION COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (M.P. 20.80 to M.P. 23.70)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Asphalt Escalation- Aug.-(Adj. #2A)	$ .00	000	$ .00	000	$ 72,800.00
					$ 72,800.00

Increase	$ 72,582.00
Subtotal from estimate of May 13, 1985	861,170.00
Subtotal	$ 933,752.00
Engineering	116,257.00
Total	$1,050,009.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 4,300.00
Temporary Pavement Striping	All Required	1,600.00
		$ 5,900.00

Length of Roadway	2.90 mi.
Cost of Roadway Per Mile	$ 362,072.07

SUMMARY OF FUNDS

Description	Appn Appn Code	Group	Total Cost	Federal Funds	State Funds
Roadway	183 (FLH)	1	$ 777,427.00	$ 777,427.00	$ ----
Roadway	191 (FH)		200,000.00	200,000.00	----
Reserve	183 (FLH)		22,573.00	22,573.00	----
Roadway	010 (F)		72,582.00	63,981.00	8,601.00
Total			$1,072,582.00	$1,063,981.00	$ 8,601.00

Group 1 100%
Contract No. 9893
Prefix: 130-1996 (P.E.)
Prefix: C09893
RLC:bkb

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5142	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County UMATILLA & UNION
MODIFICATION NUMBER 1		Project Number FLH-FH-89(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 24 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 800,000 (FLH)	$ 200,000 (FH) 800,000 (FLH)
Federal funds	$ 800,000	$ 200,000 (FH) 800,000 (FLH)
Other revisions		

This modification is made for the following reasons: Adding Forest Highway Funds for increase in surfacing cost due to base design change.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of May , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   MAY 13, 1985

FEDERAL AID PROJECT NO. FLH-FH-89(6)

LANGDON LAKE-BLUE MOUNTAIN SUMMIT SECTION
WESTON-ELGIN HIGHWAY
UMATILLA AND UNION COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (M.P. 20.80 to M.P. 23.70)

Mobilization	Lump Sum	All	Lump Sum	$ 65,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	16,000.00
Temporary Signs	Sq. Ft.	370	7.00	2,590.00
Temporary Barricades	Each	4	50.00	200.00
Flaggers	Hour	500	16.00	8,000.00
Pilot Car	Hour	200	30.00	6,000.00
ROADWORK				
Clearing and Grubbing	Lump Sum	All	Lump Sum	25,000.00
Finishing Roadbed and Slopes	Mile	2.9	500.00	1,450.00
Watering	M-Gal.	50	15.00	750.00
Aggregate Shoulders	Ton	2,900	8.50	24,650.00
Cement Treated Base	Sq. Yd.	49,340	1.00	49,340.00
Cement for Treated Base	Ton	1,605	75.00	120,375.00
Aggregate for Treated Base	Ton	10,640	7.50	79,800.00
Asphalt in Chip Seal	Ton	53	200.00	10,600.00
Aggregate in Chip Seal	Ton	450	20.00	9,000.00
Emulsified Asphalt Concrete Mixture	Ton	8,715	11.00	95,865.00
Aggregate in Sand Choke Seal	Ton	525	175.00	91,875.00
1/4"-No. 10 Aggregate in Chip Seal	Ton	575	20.00	11,500.00
Emulsified Asphalt in Chip Seal	Ton	70	200.00	14,000.00
18-inch Culvert Pipe	Lin. Ft.	12	30.00	360.00
Extra for Asphalt Approaches	Each	5	200.00	1,000.00
Delineators, Type 1	Each	100	30.00	3,000.00
P.A. #2 (Change in Base Design)				214,615.00
				$ 855,270.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 4,300.00
Temporary Pavement Striping	All Required	1,600.00
		$ 5,900.00
	SUBTOTAL	$ 861,170.00
	Engineering	116,257.00
	TOTAL	$ 977,427.00

Length of Roadway ---------------- 2.90 miles

Cost of Roadway Per Mile --------- $253,047.93

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	GROUP	TOTAL COST	FEDERAL FUNDS
Roadway	183 (FLH)	1	$ 777,427.00	$ 777,427.00
Roadway	191 (FH)		200,000.00	200,000.00
Reserve	183 (FLH)		22,573.00	22,573.00
TOTAL			$1,000,000.00	$1,000,000.00

Group 1: 100%
Contract No. 9893
Prefix: 130-1996 (P.E.)
Prefix: 130-1004

DRH:pf

STATE COPY

TO BE COMPLETED BY FHWA 10-360	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Umatilla & Union Project. No. FLH-89(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Langdon Lake - Blue Mountain Summit

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-22-84	2.90
OTHER *(Specify)*		

FUNDS Pro-rata 100%

ESTIMATED TOTAL COST OF PROJECT $ 800,000	FEDERAL FUNDS $ 800,000

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator October 24, 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 19, 1984

FEDERAL AID PROJECT NO. FLH-~~FH~~-89(6)

Langdon Lake - Blue Mountain Summit Section
Weston - Elgin Highway
Umatilla and Union Counties

~~REVISED~~ PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (M.P. 20.80 to M.P. 23.70)

Mobilization	Lump Sum	All	Lump Sum	$ 65,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	16,000.00
Temporary Signs	Sq. Ft.	370	7.00	2,590.00
Temporary Barricades	Each	4	50 50.00	200.00
Flaggers	Hour	500	16.00	8,000.00
Pilot Car	Hour	200	30.00	6,000.00
ROADWORK				
Clearing and Grubbing	Lump Sum	All	Lump Sum	25,000.00
Finishing Roadbed and Slopes	Mile	2.9	500.00	1,450.00
Watering	M-Gal.	50	15.00	750.00
Aggregate Shoulders	Ton	2,900	8.50	24,650.00
Cement Treated Based	Sq. Yd.	49,340	1.00	49,340.00
Cement for Treated Base	Ton	1,605	75.00	120,375.00
Aggregate for Treated Base	Ton	10,640	7.50	79,800.00
Asphalt in Chip Seal	Ton	53	200.00	10,600.00
Aggregate in Chip Seal	Ton	450	20.00	9,000.00
Emulsified Asphalt Concrete Mixture	Ton	8,715	11.00	95,865.00
Emulsified Asphalt in Mixture	Ton	525	175.00	91,875.00
Aggregate in Sand Choke Seal	Ton	430	10.00	4,300.00
1/4" - No. 10 Aggregate in Chip Seal	Ton	575	20.00	11,500.00
Emulsified Asphalt in Chip Seal	Ton	70	200.00	14,000.00
18-inch Culvert Pipe	Lin. Ft.	12	30.00	360.00
Extra for Asphalt Approaches	Each	5	200.00	1,000.00
Delineators, Type 1	Each	100	30.00	3,000.00
				$ 640,655.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$	4,300.00
Temporary Pavement Striping	All Required		1,600.00
		$	5,900.00
	Subtotal	$	646,555.00
	Engineering		87,284.00
	Total	$	733,839.00

Length of Roadway -------------- 2.90 miles
Cost of Roadway Per Mile ------- $253,047.93

SUMMARY OF FUNDS

Description	Appn Code	Group	Total Cost	Federal Funds
Roadway	183 (FLH)	1	$ 733,839.00	$ 733,839.00
Reserve	183 (FLH)		66,161.00	66,161.00
TOTAL			$ 800,000.00	$ 800,000.00

Group 1: 100%
Contract No. 9893
Prefix: 130-1996 P.E.
130-1004

CL:me

9893

STATE OF OREGON

INTEROFFICE MEMO

TO: Contract Payments 378-6594
Commission Services

FILE: CON 5
9893

DATE: October 8, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9893, On Site Work Substantially Completed September 15, 1986

All Work Completed April 28, 1986

Project Langdon Lake-Blue Mountain Summit

Highway Weston-Elgin

County Umatilla and Union

Type of Work Base and Paving

Contractor J. C. Compton Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-13-86 - Surety letter written.

RECEIVED
OCT 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9 x 13

gr

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FLH-FH-89(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla & Union

3. FROM
Dale E. Wilken
Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 39213

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE 12/20/85

8. FEDERAL ROUTE NUMBER Primary 89

9. STATE ROUTE NUMBER Secondary 330

10. GENERAL LOCATION:
Langdon Lake - Blue Mountain Summit Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change/See Below

13. REMARKS

As requested by Mr. Potter's letter dated 9/25/85, the program change is approved as follows:

1. Project No. --- Change to F-FLH-FH-89(6)
2. Appn Code --- Add 010
3. Change Estimated Project Cost by Appn to:

Appn Code	Total Cost	Federal Funds
183	$800,000	$800,000
191	$200,000	$200,000
010	$ 72,752	$ 64,130
	$1,072,752	$1,064,130

RECEIVED
STAT HWY ENGR
DEC 26 '85
REFER TO Potter
FOR

Info	Inves	R/D	J/R	Sign	Act	File

Orig to
12/24

14. DATE 12/23/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FLH-FH-89(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla & Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 56213

6. TO

12-18-85

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
Potter
FOR
Info | Inves | R/D

7. DATE AUTHORIZATION EFFECTIVE September 18, 1985

8. FEDERAL ROUTE NUMBER Primary 89

9. STATE ROUTE NUMBER Secondary 330

10. GENERAL LOCATION:
Langdon Lake - Blue Mountain Summit Section

11. GENERAL DESCRIPTION OF WORK
Improve Parking

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9-18-85 as requested in Mr. Fredrickson's letter of 12-12-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 1 is approved to a TEC of $3,902;
Federal Funds $3,902.

14. DATE 12/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: December 13, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. FLH-FH-89(6)

Contract 9893, Work Completed September 15, 1985

Project Langdon Lake-Blue Mountain Summit

Highway Weston-Elgin

County Umatilla and Union

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 20, 1985

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
FOR

G. K. Hossner
for Dale E. Wilken
Division Administrator

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
DEC 16 1985
OREGON DIVISION

734-2023 (2-85)

9893

Final

N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION No. 49
Langdon Lake - Blue Mountain Summit

WEEK ENDING September 28, 1985

SECTION PREFIX 130-1004

HIGHWAY Weston - Elgin

COUNTY Umatilla

NAME OF JOB Langdon Lake-Blue Mtn Summit

KIND OF WORK Base and Paving

CONTRACTOR J. C. Compton Co.

CONTRACT NUMBER 9893

FEDERAL AID PROJECT NUMBER FLH-FH-89(6)

DATE OF CONTRACT September 27, 1984

DATE WORK STARTED October 22, 1984

ESTIMATED COMPLETION DATE Sept. 15, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 0

SPECIFIED WORK DAYS A: ALL

SPECIFIED CALENDAR DAYS 110

WORK DAYS USED A: ALL

CALENDAR DAYS USED 85

SPECIFIED COMPLETION DATE Sept. 15, 1985

PERCENT OF TIME ELAPSED 77

PROJECT AUTHORIZATION: $ 733,840

EXCLUSIVE OF ENGINEERING: $ 675,650

ENGINEERING AUTHORIZATION $ 58,190

This Week 1,776

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 675,650

ENGINEERING COST TO DATE $ 40,237

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98

ESTIMATED PERCENT: OVERRUN UNDERRUN 0.0 %

PERCENT OF AUTHORIZATION 69 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	95	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.0			0.0
MILES PARTIALLY COMPLETED		0.0			0.0
MILES COMPLETED		0.0			0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)		13,540tn			8,715tn
TOTAL QUANTITIES CORRECTED TO DATE		13,540tn			8,715tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		0tn			0tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22		0		
MONDAY 23	Rain	0		
TUESDAY 24	Rain	0		
WEDNESDAY 25	Rain	0		
THURSDAY 26	Cloudy	0		
FRIDAY 27	Cloudy	0		
SATURDAY 28		0		

CONTR. NO: 9893

DATE: September 28, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

22 **SUNDAY**	No activity.
23 **MONDAY**	No activity.
24 **TUESDAY**	No activity.
25 **WEDNESDAY**	No activity.
26 **THURSDAY**	No activity.
27 **FRIDAY**	No activity.
28 **SATURDAY**	No activity.

REMARKS

~~STATUS: No activity.~~

NEXT WEEK: No activity.

SIGNED T. A. Penner, Proj. Mgr. LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

1893

Gen. Files

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: September 25, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Minor Program Change
Project No. F-FLH-FH-89(6)
Langdon Lake-Blue Mountain Summit Section
Weston-Elgin Highway
Umatilla and Union Counties

I request your approval of a minor program change to joint finance the subject project utilizing consolidated primary funds (Appn Code 010) to supplement the FLH and FH funds to cover the estimated overrun in construction costs as indicated on the attached revised project agreement.

This change will require the following revisions in project numbering and financing:

1) Project No. --- Change to F-FLH-FH-89(6).
2) Appn Code --- Add (010).
3) Financing ---

Appn Code	Total Cost	Federal Funds	State Funds
183	$ 800,000.00	$ 800,000.00	$ ----
191	200,000.00	200,000.00	----
(010)	72,752.00	63,981.00	8,601.00
Total	$1,072,752.00	$1,063,981.00	$ 8,601.00

RLC:bkb
cc: R. Hacek
Shirley Williams
✓General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 8, 1985

In Reply Refer to
File No

TO: Oregon Transportation Commission

AGENDA
AUG 20 1985
1 A 2

CON 5

FROM: E. S. Hunter, P.E., P.L.S.
Acting State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Langdon Lake-Blue Mountain Summit Section
Weston-Elgin Highway, Umatilla & Union Counties
Contract No. 9893

This federal-aid forest highway project is approximately one-fourth finished with completion expected in September, 1985. It now appears that the final cost will exceed the project authorization by $219,000 or 30%.

This project was designed with a base similar to that on the adjoining section which was constructed last year. The adjoining section incurred considerable frost heave last winter and the base design for this project has been modified in an attempt to avoid the problem occurring on this section. Extra drainage facilities are also included to aid in this regard.

The base design change results in raising of the grade and necessitates additional base and paving work on a sno-park area.

The cost of construction engineering is expected to increase slightly in order to properly monitor, inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $219,000 to a new total of $952,839.93. This matter will be on the consent calendar for the August 20 meeting.

ESH:HHP:mk

bc: Fred Miller
C. O. Fredrickson
R. D. Hector
R. W. Gormsen
V. E. Skoog
George Bell

Form 734-3122

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: August 8, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Langdon Lake-Blue Mountain Summit Section
Weston-Elgin Highway, Umatilla & Union Counties
Contract No. 9893

This federal-aid forest highway project is approximately one-fourth finished with completion expected in September, 1985. It now appears that the final cost will exceed the project authorization by $219,000 or 30%.

This project was designed with a base similar to that on the adjoining section which was constructed last year. The adjoining section incurred considerable frost heave last winter and the base design for this project has been modified in an attempt to avoid the problem occurring on this section. Extra drainage facilities are also included to aid in this regard.

The base design change results in raising of the grade and necessitates additional base and paving work on a sno-park area.

The cost of construction engineering is expected to increase slightly in order to properly monitor, inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $219,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
T. A. Penner
B. M. Walton
D. L. Trout

NIG

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FLH-FH 89(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla, Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 40213

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 23 '85
REFER TO Potter
FOR
Info Inves R/D D/R Sign ct File

Orig to
5/23

7. DATE AUTHORIZATION EFFECTIVE 5-20-85

8. FEDERAL ROUTE NUMBER Primary 89

9. STATE ROUTE NUMBER Secondary 330

10. GENERAL LOCATION:

LANGDON LAKE - BLUE MOUNTAIN SUMMIT SECTION

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒X OTHER *(Specify)*
Program Change — See Below

13. REMARKS

As requested by Mr. Potter's letter dated May 13, 1985 the program change is approved as follows:

1) Appn Code ---------- Add 191;
2) Project No. ------ Change to read FLH-FH-89(6);
3) Class of Federal Funds ---- Add . . . and Forest Highway;
4) Change Estimated Project Cost By Phase to

COST	TOTAL ESTIMATED COST	FEDERAL FUNDS
(FLH)	$ 800,000	$ 800,000
(FH)	200,000	200,000
PROJECT TOTALS	$ 1,000,000	$ 1,000,000

14. DATE 5-22-85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: May 13, 1985

In Reply Refer to File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 40213
Project NO. FLH-89(6)
Langdon Lake-Blue Mountain Summit Section
Weston-Elgin Highway
Umatilla and Union Counties

I request your approval of a program change to include Forest Highway Fund (Appn Code 191) on the subject project.

A change in base design will require $200,000 in additional funds.

This change will require the following revisions in project data:

1) Appn Code ----------- Add 191;

2) Project No. --------- Change to read FLH-FH-89(6);

3) Class of Federal Funds ------ Add .... and Forest Highway;

4) Change Estimated Project Cost By Phase to

CONST		TOTAL ESTIMATED COST	FEDERAL FUNDS
	(FLH)	$ 800,000	$ 800,000
	(FH)	200,000	200,000
PROJECT TOTALS		$1,000,000	$1,000,000

DRH:pf

cc: Jan Peterson
R. D. Hector, Region 5
General Files

Form 734-3122

7 5 '

k

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Memo to Files

DATE: May 8, 1985

FROM: Gary A. Potter, Manager GAP
Program Section

SUBJECT: Langdon Lake/Blue Mountain Summit
Weston/Elgin Highway
Umatilla County

The Contract Schedule Committee approved the increase in the base design and using the forest highway funds returned previously but ~~are~~ still available for the project.

Copy [illegible] Castle Rock [illegible]

The balance of the funds not needed on this job on the Weston/Elgin Highway will be transferred to the Castle Rock Section, Three Rivers Highway, for funding the shortfall on the Castle Rock project.

GAP:me
cc:
- E. S. Hunter
- R. N. Bothman
- W. E. Schwartz
- D. O. Christensen
- R. C. Pool
- Hank Wakerlig
- Rich McSwain
- Bob Hector
- Bill Anhorn

NEW REFERRED TO
Mann Cuno Henry
Dayton Eriksen Gottu
Baker Anderson
King Bedford Lau
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

RECEIVED
ROAD DESIGN SECTION
1 Don
2 RK
3 4
BPC
Copy
Return To
B/U

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 29, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. FLH-FH-89(6)
Langdon Lake-Blue Mountain Summit Section
Weston-Elgin Highway
Umatilla and Union Counties

I request your approval of a program change to delete the Forest Highway Funds (Appn Code 191) from the subject project due to receipt of favorable bids.

This change will require the following revisions in project data:

1) Appn Code --- change to read 183.
2) Project No. --- change to read FLH-89(6).
3) Class of Federal Funds --- change to read "Federal Lands Highways".

CPL:bkb
cc: J. Peterson
General Files

Form 734-3122

2

October 15, 1984

J. C. Compton Company
P. O. Box 768
McMinnville, OR 97128

CON 5

#9893

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9893 for work on the Langdon Lake-Blue Mountain Summit Section of the Weston-Elgin Highway in Umatilla and Union Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

alp
Enclosure

cc: United Pacific Insurance Company
825 N. E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Company
Bond Department
33405 - Eighth Ave. So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
R. D. Hector
Bobby Johnson

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction — *General Contractor's*

P.O. BOX 768
McMINNVILLE, OREGON 97128

September 21, 1984

Oregon State Highway Division
Commission Services, Room 121
State Transportation Building
Salem, OR 97310

RE: Landgon Lake - Blue Mountain Summit
Bid Date: September 20, 1984

Gentlemen:

The following will be our minority subcontractor on the above referenced project:

TPT Services, Inc.
250 SW Tualatin Loop
West Linn, OR 97068

Bid Item:

10.	Aggregate Shoulder: Load, Haul, & Place	2,900	Ton	@	5.50	$ 15,950.00
11.	Cement Treated Base	49,340	SY	@	1.00	49,340.00
12.	Cement in Treated Base	1,605	Ton	@	75.00	120,375.00
13.	Aggregate in Treated Base: Load, Haul, & Place	10,640	Ton	@	4.50	47,880.00
14.	Asphalt in Seal Coat	53	Ton	@	200.00	10,600.00
20.	Emulsion in Seal Coat	70	Ton	@	200.00	14,000.00
	Total					$ 258,145.00

Sincerely,

J. C. COMPTON COMPANY

By
Alan Hay, Vice President

RECEIVED
SEP 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FAH:sb

cc Kay Turner

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FLH-FH-89(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Umatilla 14%
Union 86%

RECEIVED
STATE HWY ENGR
SEP 6 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40213

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-22-84

8. FEDERAL ROUTE NUMBER Primary 89

9. STATE ROUTE NUMBER Secondary 330

10. GENERAL LOCATION:

Langdon Lake - Blue Mountain Summit Section

11. GENERAL DESCRIPTION OF WORK

Grade, Drain & High Type Pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 8-15-84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 8-20-84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,200,000 Federal Funds.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 8/29/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

August 7, 1984

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration
[illegible]
[illegible]

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 40213
Project No. FLH-FH-89(6)
Langdon Lake-Blue Mountain Summit Section
Weston-Elgin Highway
Umatilla & Union Counties

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 27, 1984.

DRH:pf
Attachment

cc: R. D. Hector, Region 5
Don Keyes, w/attach.
General Files

Budget Bureau No. 41-R2067; Approval Exp

U.S. DEPARTMENT
BUREAU OF

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

8-7-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) SR 204, 0.4 mi. NW of Union Co. Ln., SE 2.9 mi.	ADT	PRESENT 550	FUTURE - - - -	YEAR - -	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr. & H-T Pave (3R)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) FLH-FH-	NUMBER 89	SEQ. NO. (6)

CARD 4	CLASS OF FEDERAL FUNDS Federal Lancs & Forest Highway	COUNTY NAME Umatilla & Union 059			CODE 061	PRO
	NAME OF URBAN AREA - - - -	ROUTE NO. P	FEDERAL-AID 89	STATE 330	U.S. - - - -	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (100%)	STATE FUNDS	OTHER FUNDS	CHAR. PROP. (Full
1	(10-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)			
5					**PE**								
5					**ROW**		"Langdon Lake-Blue Mountain Summit Sec."						
5					**CONST** (CODE) I000	(06)	(FLH) (FH)	2.90	800,000 400,000	800,000 400,000			

CARD 1	CODE 1	PREPARED BY DRH:pf	PROJECT TOTALS	2.90	1,200,000	1,200.000		
1	14	PROGRAM APPROVAL DATES 10-1-83			(16) (23)	(24) (33)	REMARKS Additional Data: Item No. 40213; Project No. F-FLH-89(5).	

Key No. 02358

Replaced part of Key # 02249

USCOMM DUS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

NO.

8-7-84

PROJECT LOCATION (45 typewriter spaces) SR 204, 0.4 mi. NW of Union Co. Ln., SE 2.9 mi.	**ADT**	PRESENT 550	FUTURE - - - -	YEAR - -	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 183 151	ITEM NO. 40213

ROPOSED WORK (35 typewriter H-T Pave (3R)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) FLH-FH-	NUMBER 89	SEQ. NO. (6)	I Projects Only POST MI.	DESIG.

AL FUNDS Federal Lancs & Forest Highway	COUNTY NAME Umatilla & Union 059	CODE 061
AREA - - - -	ROUTE NO. P · FEDERAL-AID 89 · STATE 330 · U.S. - - - -	PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (100%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW		"Langdon Lake-Blue Mountain Summit Sec."						
	CONST (CODE) I000	(06)	(FLH) (FH)	2.90	800,000 400,000	800,000 400,000			
	ARED BY DRH:pf		PROJECT TOTALS	2.90	1,200,000	1,200.000			

GRAM APPROVAL DATES 10-1-83

REMARKS
Additional Data: Item No. 40213;
Project No. F-FLH-89(5).

2249

-OVER-

USCOMM DUSCOMM-DC 48905-P61

LANGDON LAKE-BLUE MOUNTAIN SUMMIT SECTION

Remarks continued:

PROJECT DATA: Work under this project consists of grade drain and High-type pave on existing alignment for restoration and rehabilitation of roadway to provide two 11-foot travel lanes with 3-foot paved shoulders, utility adjustments as required and incidentals common to this type of project.

EXCEPTION TO MINIMUM DESIGN STANDARDS: Concurred in by FHWA on 1-17-84 per letter from Dale E. Wilken, Ref. HFD.4/5-OR. (Project FLH-FH-89(4).

NOTE: 1) This project is in Congressional District No. 2.

2) On-the-job trainees, as set forth in FHPM 6-4-1-2, on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

3) Included in 6 Yr. HIP on page 43, index 408.

4) Umatilla County = 14%
Union County = 86%

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: August 16, 1984

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening September 13, 1984

Federal-aid Project No. FLH-FH-89(6) Highway No. 330

Federal-aid Project Name Langdon Lk. - Blue Mt. Summit

County Umatilla and Union

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right-of-way and relocation for this project:

☒ No additional right-of-way was acquired. Construction can be accomplished within the existing right-of-way.

☐ Right-of-way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right-of-way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

☐ There are no individuals or families to be displaced from residential improvements.

☐ All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

RH: jr

cc: J. H. Versteeg
Joe Gaither
Don Aman

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 17 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1367

HIGHWAY DIVISION PRO 6-2

Memo to the File

May 1, 1985

Leon G. Brock, P.E.
Federal Aid Coordinator
Program Section

Langdon Lk.-Blue Mt. Summit
Umatilla County
FLH-89(6)

Received a phone inquiry from Gerald Wimer concerning the requirements to secure FH funds to finance a base design change.

After checking with Wanita Baker and Glen Hossner, I relayed the following information.

1) Mr. Hossner thinks that a portion of the $400,000 in FH funds returned in November 1984 are still available.

2) The Federal Aid Unit can submit a revised project agreement for the additional funds based on an estimate with the price agreement to follow under separate cover.

3) The price agreement should be reviewed by the FHWA's Area Engineer, and his verbal advance approval obtained before submitting to Federal Aid Unit for formal FHWA approval.

4) The revised project agreement and estimate must be submitted to FHWA as soon as possible, as the Vancouver Office can and will use the funds for other projects if no revised P.A. is forthcoming very shortly.

I also discussed the project with Warren Richards. He indicated the new base design is not yet established. I relayed to him the need for immediate action, and also suggested that the limits of the project not be changed at this time.

LGB:DKB
cc: D.L. Trout
G. Wimer
W. Richards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FOREST HIGHWAY PROJECT AGREEMENT

(PPM 25-4)

MODIFICATION NO. 1

STATE	Oregon
COUNTY	Union
PROJECT NO.	FH 37-1(2)
EFFECTIVE DATE	May 8, 1985

The Forest Highway Project Agreement for the above-referenced project, entered into between the undersigned parties is hereby modified as follows:

REVISED ESTIMATED COST OF PROJECT	$ 1,000,000.00
REVISED AMOUNT OF COOPERATIVE FUNDS	$
REVISED AMOUNT OF FEDERAL FUNDS	$ 200,000.00

OTHER REVISIONS

2. The FHWA agrees to obligate Forest Highway Funds in the amount of $200,000.00 for Project FH 37-1(2). This amount will not be exceeded without approval by the Western Direct Federal Division Engineer.

All other provisions remain as previously stated.

All other terms and conditions of said Forest Highway Project Agreement will remain in full force and effect. This Modification shall be effective as of the 8th day of May, 19 85.

NAME OF COOPERATOR Oregon State Highway Division

BY

TITLE Manager, Program Section

BY

TITLE

BY

TITLE

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
Oregon Division

BY

TITLE

For DALE E. WILKEN
Division Administrator

Form PR-2AFH
(Rev. 5-73)

Previous Editions Are Obsolete

~~Form D~~-372 (Rev. 12-70)

FLH-89(6)

APPROVED BY
OREGON TRANSPORTATION COMMISSION
DATE AUG 20 '85

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Langdon Lake - Blue Mtn. Summit Date July 12, 1985

Highway Weston - Elgin Contract No. C09893

County Umatilla & Union Kind of Work Base & Paving Contractor L. C. Compton Inc.

	Authorized	Estimated
Contract Amount	640,655.00	644,700.00 ~~870,014.50~~
Anticipated Items	5.900.00	4,300.00
Contingency (4½%)	29,094.98	225,539.93 ~~10,000.00~~
Engineering	58,189.95	78,300.00
Credits		
PROJECT COST	733,839.93	952,839.93 ~~962,614.50~~

NET INCREASE $ 219,000.00 ~~228,774.57~~ OR 31.2 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
U.	Change base design	165,587.50	
U.	Extra base & paving at sno park area	39,812.00	
C.	Extra 18" culvert pipe	3,960.00	
~~U.~~	~~Prime-coat~~ (not required)	~~20,000.00~~	

Principal reasons for overruns (Continue on reverse side): The principal cost change is due to the change of the base design. The extra pipe added is to alleviate drainage problems. Paving at sno park area as per agreement with USFS. ~~The prime placed to create a better roadway.~~

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by
Resident Engineer

Noted by D. B. Jackmond For
Construction ~~or Bridge~~ Engineer

Confirmed by Walter Richards
Regional Engineer

Noted by E. J. Hunter
Deputy or State Highway Engineer

- 9

ORDER FOR FORCE WORK

ORDER No. 1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9893

PROJECT NAME Langdon Lake - Blue Mtn. Summit DATE Sept. 4, 1985

HIGHWAY Weston - Elgin FAP No. FLH-FH-89(6)

COUNTY Umatilla - Union PREFIX C09893 FUNCTION 112-01

DESCRIPTION OF WORK TO BE DONE:

Place shoulder rock at specified areas to flatten slopes for parkin

LOCATION BY STATION NUMBERS:

Summer cabin quarry Rd..
Spout Springs ski area parking.

ESTIMATE OF QUANTITIES & COSTS:

Labor - $1,662.00
Equipment - $2,240.00
Total - $3,902.00

Effective date of authorization for work 9-18-85
dre

EXPLANATION:

Approximately 250 cu. yds. of pit run materials to be obtained from Andes Praire pit and placed along shoulders.

Approximately 50 cu. yds. of crushed reject to be obtained from stockpile at Summer Cabin quarry pit and placed over the pit run materials.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 952,839 93
Present estimate of costs including work under this Force Order	$ 966,484.52
Estimated Overrun Underrun Amount	$ 13,644.59
Estimated Overrun Underrun Percent	1.4

SUBMITTED BY:
TITLE: Project Mgr.
APPROVAL RECOMMENDED:
TITLE:
APPROVAL RECOMMENDED:
TITLE:

APPROVAL RECOMMENDED:
Asst. Region Engineer

APPROVED: Harold Wimer SEP 18
Construction or Traffic Engineer

728

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

(T)

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

TREASURER OF THE STATE OF OREGON

CAPITAL BUILDING
SALEM, OREGON 97310

PAID BY

(For use of Paying Office)

STATE

OREGON

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

VOUCHER PERIOD FROM November 1985

TO May 1985

FEDERAL AID PROJECT NO. FLH-FH-89(6)

FLH-FH-89(

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$200,000.00	$200,000.00	100%	$200,000.00	-0-	$200,000.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

5-30-86

OREGON CONTROLLER

$0.00

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
JUN 3 1986
REFER TO________
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION

CERTIFICATION OF FORCE ORDER COMPLETION

PROJECT Langdon Lake-Blue Mountain Summit

STATE/COUNTY/CITY FORCE ORDER NO. State F.O. #2

HIGHWAY Weston - Elgin Hwy.

CONTRACT NO. C09893

COUNTY Umatilla/Union

F. A. NO. FLH-FH-89(6)

DESCRIPTION OF WORK Permanent Pavement Stripings M.P. 20.80 to M.P. 23.70

PREFIX C09893/011 Function: 140-02

DATE WORK STARTED 1st application: 8/28/85 2nd application: 6/23/86

DATE WORK COMPLETED " " 8/28/85 " " 6/23/86

I hereby certify that all work under the above order was performed as authorized.

DATE 7/2/86

Shirley Hiatt Signature

Office Manager Title

cc: Traffic
[✓ Program Management]
Contract Payments
Region 5 Engineer
Tom PENNER

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 07 1986
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE
Oregon APPN 010

VOUCHER PERIOD	FROM	08/22/84
	TO	09/23/87

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS
X
☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
F-FLH-FH [illegible]9(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
40.22	40.22	88.15%	35.45	35.45	-0-
781,184.84	781,184.84	100%	781,184.84	781,184.84	-0-
200,000.00	200,000.00	100%	200,000.00	200,000.00	-0-
$ 981,225.06	$ 981,225.06		$ 981,220.29	$ 981,220.29	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	12/29/89	

Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	$0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 9-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Langdon Lake - Blue Mountain Summit Section Weston - Elgin Highway Umatilla and Union Counties					
	Construction Type Code I000 Roadway (MP 20.80 to MP 23.70)					
183	Final Contract Payment Summary		Lump Sum		$ 731,272,79	
191	Final Contract Payment Summary (Forest Hwy Portion)		Lump Sum		200,000.00	
SFO #1 and 2	Temporary & Permanent Striping (State)		All Required		2,025.70	
SFO	Place shoulder rock @ Specified areas for Parking(State)		All Required		3,347.80	
	EEO Monitoring		All Required		318.49	
	TOTAL CONSTRUCTION				936,964.78	
	Construction Engineering					
	State		All Required		44,220.06	
	State		All Required		40.22	
	TOTAL CONSTRUCTION ENGINEERING				44,260.28	
	TOTAL PARTICIPATING COSTS				981,225.06	
	TOTAL PROJECT COSTS				981,225.06	

County	Percent	Constr	Constr. Eng	Total
Umatilla	14%	131,175.07	6,196.44	137,371.51
Union	86%	805,789.71	38,063.84	843,853.55
TOTAL	100	936,964.78	44,260.28	981,225.06

AMOUNT CARRIED FORWARD ....

1984 Sunset Hwy. @ Cornell Rd. (W. 9894
B. Off-Ramp) NW of Beaverton.
(gr, pav, sign, sig.)

jc cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 6/2/87	REPORT MADE BY D. B. Carter, Area Engineer DBC		PROJECT NO. F-HES-21-2(20)
COMPLETION DATE (Actual) 9/17/85	ACCEPTANCE DATE BY CONRTACT AGENCY 9/24/86	TIME ELAPSED 260.5 / 275 94.7 %	CONTRACT TIME 230 Calendar Work Days

LOCATION

Approximately 27 miles east of Sweet Home on U. S. 20 in Linn County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SHEEP CREEK RIDGE SECTION
SANTIAM HIGHWAY
Grading and Paving

This project provided for the correction of an old embankment failure which allowed for returning the highway to its original alignment. This eliminated a hazardous curve.

The final cost of the original contract bid items was $474,134.73 or a 6 percent overrun of the contract bid amount of $447,001. The final cost of the project including all engineering and changes is $750,499.88. A copy of the Statement of Overruns and Underruns is attached to the Division Office copy of this report.

The contract provided 230 calendar workdays to complete the work. The contractor used 260.5 days. The contractor received a 45 calendar workday extension on May 28, 1985 which increased the total project time to 275 calendar workdays.

All participating work has been completed. All signing and striping is completed.

A final inspection of the completed work was made on April 18, 1986.

- DBC -

RECEIVED
STATE HWY ENGR
JUN 9'87
REFER TO Fredricksen
FOR
R/D

Scy 6/16

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE David B Carter	SIGNATURE
TITLE Area Engineer — DATE 6/8/87	TITLE District Engineer — DATE 6/9/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

7277

May 5, 1986

CON 5 - #9894

Industrial Indemnity Company
of the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

Contract No. 9894 awarded to M & J Electric, Inc., dba Marine and Industrial Electric for work on the Sunset Highway at Cornell Road (W.B. Off-Ramp) in Washington County was completed on September 3, 1985, and accepted by the State Highway Division on April 24, 1986.

Final payment in the amount of $1,160.46 will be released to the contractor after May 12, 1986. The total contract amount is $85,203.64 and no work was performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract, which has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: M & J Electric, Inc.,
dba Marine and Industrial Electric
P.O. Box 4529
Portland, OR 97208

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

9894

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5
9894

TO: Robert Gormsen
Manager, Commission Services

DATE: April 24, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9894, On Site Work Substantially Completed June 3, 1985
All Work Completed September 3, 1985
Project Sunset Hwy. @ Cornell Rd. (W.B. Off-Ramp)
Highway Sunset
County Washington
Type of Work Grading, Paving, Signing & Signals
Contractor M & J Electric, Inc. dba Marine & Industrial Electric

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

5-5-86 - Surety letter written.

RECEIVED
APR 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

February 21, 1986

CON 5
#9894

Ron Platt Mfg., Inc.
200 S.E. Bridgeford Blvd.
Bend, OR 97702

Thank you for your letter of January 23, 1986, notifying us that you have received payment in full for a claim which you filed on January 2, 1986.

You state this is in reference to the M & J Electric, Inc., dba Marine and Industrial Electric Contract No. 9894 for work on the Sunset Highway at Cornell Road (Westbound offramp).

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: M & J Electric, Inc.
dba Marine & Industrial
Electric
P.O. Box 4529
Portland, OR 97208

Industrial Indemnity Co.
of the Northwest
421 S.W. 6th Ave.
Portland, OR 97204

bc: Secretary of State

bbc: Bryant Jackmond
FKN:jk

NOTED ON CARD
2-21-86 gc

STEEL FABRICATION

RON PLATT MFG., INC.

COMMERCIAL & INDUSTRIAL

61534 WARD RD. • BEND, OREGON 97702
(503) 389-4665
200 S. E. BRIDGEFORD BLVD.

January 23, 1986

Commission Services
State of Oregon Highway Department
Room 121 Transportation Building
Salem, Oregon 97310

PROJECT: Sunset Highway at Cornell Road (WB Offramp)
Washington County, Oregon. OSHD Contract #9894

CONTRACTOR: M & J Electric, Inc., dba Marine and Industrial Electric, P. O. Box 4529, Portland, Oregon 97208

SUBJECT: Release Claim against Bond

Gentlemen:

Per your instructions, we are hereby notifying you that this company has received payment in full for the above subject project.

Please release the claim we initiated by our letter dated January 2, 1986. Thank you for your help and consideration.

Sincerely,

RON PLATT MFG., INC.

Ronald E. Platt
President

RECEIVED

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Sunset Hwy.@ Cornell Rd (W.B. off ramp)	WEEK ENDING February 15,1986
		SECTION PREFIX C09894
	HIGHWAY Sunset	COUNTY Washington
NAME OF JOB Sunset Hwy.@ Cornell Rd.	KIND OF WORK Grading, Paving, Signing, Signals.	
CONTRACTOR Marine & Ind. Elec.,Inc.	CONTRACT NUMBER 9894	FEDERAL AID PROJECT NUMBER FG-27-2(20)
DATE OF CONTRACT September 18, 1984	DATE WORK STARTED March 6, 1985	ESTIMATED COMPLETION DATE Proj. Compl. 6-3-85
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN. 0 SUPERVISION. 0	SPECIFIED WORK DAYS 90 SPECIFIED CALENDAR DAYS	WORK DAYS USED 90 CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 94,830	SPECIFIED COMPLETION DATE June 30, 1985	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 86,548	ENGINEERING AUTHORIZATION $ 8,282 This Week 0	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 90
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 91,649	ENGINEERING COST TO DATE $ 6,029	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 91
ESTIMATED PERCENT: OVERRUN UNDERRUN 1.8 %	PERCENT OF AUTHORIZATION 72.8 %	DATE PROJECT WAS COMPLETED: June 3, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
0	0	0	0	0	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED	0	0	0	0	0
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE	464CY	550Tn			300Tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	445CY	692Tn			397
AVERAGE DAILY QUANTITIES	445CY	692Tn			397
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Complete	Complete			Complete
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		90		
MONDAY		90		
TUESDAY		90		
WEDNESDAY		90		
THURSDAY		90		
FRIDAY		90		
SATURDAY		90		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

CONTR. NO: 9894

DATE: Feb. 15,1986

SUNDAY	No Activity.
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity.
THURSDAY	No Activity.
FRIDAY	No Activity.
SATURDAY	No Activity.

REMARKS

STATUS: Project Completed. Semi-final sent to Region on Feb. 8,1986. This will be the last report.

VISITORS:

NEXT WEEK:

SIGNED K Allmen

Ken Allmen P.M.

LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. [illegible] COPIES

SP-F216

CL1986-0059

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 13 1986
BARBARA ROBERTS
SECRETARY OF STATE

February 10, 1986

IN REPLY REFER TO
FILE NO.:
CON 5
#9894

Ron Platt Mfg., Inc.
200 S.E. Bridgeford Blvd.
Bend, OR 97702

We have received your letter dated January 2, 1986, filing a claim against the following Highway Division Contract:

FILED BY:	Ron Platt Mfg., Inc.
AMOUNT:	$451.44
FOR:	Fabrication of sign structures
AGAINST (Prime contractor):	M & J Electric, Inc., dba Marine & Industrial Electric
SUBCONTRACTOR:	Gaynetco
CONTRACT NO.:	9894
PROJECT:	Sunset Highway at Cornell Road (Westbound Offramp) Washington County
SURETY:	Industrial Indemnity Company of the Northwest
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: M & J Electric, Inc., dba
Marine & Industrial Electric
P.O. Box 4529
Portland, OR 97208

Industrial Indemnity Co. of N.W.
421 S.W. 6th Ave.
Portland, OR 97204

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
FEB 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
3-3-86 cc

STEEL FABRICATION

RON PLATT MFG., INC.

COMMERCIAL & INDUSTRIAL

61534 WARD RD. • BEND, OREGON 97702
(503) 389-4665
200 S. E. BRIDGEFORD BLVD.

January 2, 1986

Commission Services
State of Oregon Highway Department
Room 121 Transportation Building
Salem, Oregon 97310

PROJECT: Sunset Highway at Cornell Road (WB Offramp) Washington County, Oregon. OSHD Contract #9894

CONTRACTOR: M & J Electric, Inc., dba Marine and Industrial Electric, P. O. Box 4529, Portland, OR 97208

SUBJECT: Claim against Bond

Gentlemen:

We subcontracted with Gaynetco, Inc., 10416 N. E. Marx, Portland, Oregon 97220, to fabricate the sign structures for the above mentioned project.

The sign structures have been completed since July, 1985. We still have not been paid $418.00 for work performed and $33.44, interest accrued to date. Total amount of $451.44 due us.

Please consider this communication as our request for payment and claim for the above stated amount with the Bonding Company providing coverage for this contract.

Please confirm and advise.

Sincerely,

RON PLATT MFG., INC.

Ronald E. Platt

Ronald E. Platt
President

RECEIVED
JAN 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1894

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-70		State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County WASHINGTON
MODIFICATION NUMBER 1	10-15-85	Project Number FG-27-2(20)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 3, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 94,831.00	$ 99,957.00
Federal funds	$ 94,831.00	$ 99,957.00
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 18, 1985

FEDERAL AID PROJECT NO. FG-27-2(20)

SUNSET HWY. @ CORNELL RD. (W. BD. OFF RAMP) SEC.
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (Sta. 3019+98 to Sta. 3025+50)

ITEM	UNIT	PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
1"-0 Aggregate Base	Ton	10.45	550	$ 5,747.50	692.29	$ 7,234.43
Class "C" Asphalt Concrete	Ton	37.20	300	11,160.00	397.82	14,798.90
				$16,907.50		$22,033.33

Increase	$	5,125.83
SUBTOTAL from Estimate of September 28,1984		40,237.30
Subtotal	$	45,363.13
Engineering		5,834.87
Total	$	51,198.00

TYPE CODE Y031
TRAFFIC SIGNALS (1)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$	29,784.00
Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum		4,460.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum		5,565.00
				$	39,809.00

ANTICIPATED ITEMS

State Furnished Prom & Program	All Required	$	700.00
Signal Controller Testing & Turn-On	All Required		2,075.00
		$	2,775.00
	SUBTOTAL	$	42,584.00
	Engineering		6,175.00
	TOTAL	$	48,759.00

Length of Project ---------------- 0.0 mile

SUMMARY OF FUNDS (100%)

Description	Total Cost	Federal Funds
Channelization	$51,198.00	$51,198.00
Signal	48,759.00	48,759.00
TOTAL	$99,957.00	$99,957.00

Group 1: 94%; Group 8: 6%
Contract No. 9894
Prefix: 34-1460 (P.E.)
Prefix: C9894 (Const.)

RLC:pf

4111

TO BE COMPLETED BY FHWA 10-51	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 10-2-84	STATE OREGON COUNTY WASHINGTON PROJECT NO. FG-27-2(20)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sunset Hwy. at Cornell Rd. (W.B. Off-Ramp) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-22-84	0.0

OTHER *(Specify)*

FUNDS PRO RATA 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 94,831.00	$ 94,831.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
BXX FOR: H. S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 10-3-84

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 28, 1984

FEDERAL AID PROJECT NO. FG-27-2(20)

SUNSET HWY. @ CORNELL RD. (W. BD. OFF-RAMP) SECTION
WASHINGTON COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (Sta. 3019+98 to Sta. 3025+50)

Mobilization	Lump Sum	All	Lump Sum	$ 6,931.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,450.00
Temporary Signs	Sq. Ft.	136	4.50	612.00
Temporary Barricades	Each	3	85.00	255.00
Flaggers	Hour	200	15.00	3,000.00
General Excavation	Cu. Yd.	464	9.45	4,384.80
1"-0 Aggregate Base	Ton	550	10.45	5,747.50
Class "C" Asphalt Concrete	Ton	300	37.20	11,160.00
Guard Rail, Type 2A	Lin. Ft.	62	16.00	992.00
Guard Rail Anchors, Type 1	Each	1	350.00	350.00
Guard Rail Anchors, Type 1 Modified	Each	1	~~35.00~~ 350.00	350.00
Rail End Pieces, Type B	Each	1	50.00	50.00
Rail End Pieces, Type C	Each	1	110.00	110.00
Wood Sign Posts	Lump Sum	All	Lump Sum	500.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	800.00
Type "C" Signs in Place	Sq. Ft.	15	10.00	150.00
Type "I" Signs in Place	Sq. Ft.	32	10.00	320.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	275.00
				$ 37,437.30

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,300.00
Roadside Seeding & Mulching	All Required	500.00
		$ 2,800.00
	SUBTOTAL	$ 40,237.30
	Engineering	5,834.70
	TOTAL	$ 46,072.00

TYPE CODE Y031
TRAFFIC SIGNAL (1)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 29,784.00
Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum	4,460.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	5,565.00
				$ 39,809.00

ANTICIPATED ITEMS

State Furnished Prom & Program	All Required	$ 700.00
Signal Controller Testing & Turn-On	All Required	2,075.00
		$ 2,775.00
	SUBTOTAL	$ 42,584.00
	Engineering	6,175.00
	TOTAL	$ 48,759.00

Length of Project ------------------- 0.0 mile

SUMMARY OF FUNDS (100%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS
Channelization	$46,072.00	$46,072.00
Signal	48,759.00	48,759.00
TOTAL	$94,831.00	$94,831.00

Group 1: 94%; Group 8: 6%
Contract No. 9894
Prefix: 34-1460 P.E.
Prefix: 34-1014 Const.

DDB:pf

NOTICE OF CANCELLATION

Con # 9894

contract complete

LOSS PAYEE

EFFECTIVE DATE OF CANCELLATION	ISSUING OFFICE	DATE MAILED
10-19-85	Seattle	9-18-85

We must tell you that this policy will be canceled on the effective date listed in this notice at the standard time specified in this policy. Any claim originating prior to this date will not be affected by this cancellation. We are sorry that protection cannot be continued.

INSURED'S POLICY NUMBER AND NAME AND ADDRESS OF LOSS PAYEE

0-86 XLB 167 23 16
Oregon Transportation Commission Dept.
of Transportation Highway Division
121 Transportation Building
Salem, Oregon 97310

AGENT OR BROKER

36-003-434 CB
Corroon & Black of Or., Inc.
Portland, Oregon

NAME OF INSURED

0-86 XLB 167 23 16
M & J Electric, Inc. DBA
Marine & Industrial Electric
P.O. Box 4529
Portland, Or. 97208

☒ FIREMAN'S FUND INSURANCE COMPANY
☐ FIREMAN'S FUND INSURANCE COMPANY OF TEXAS
☐ NATIONAL SURETY CORPORATION
☐ THE AMERICAN INSURANCE COMPANY
☐ AMERICAN AUTOMOBILE INSURANCE COMPANY
☐ ASSOCIATED INDEMNITY CORPORATION

Judy Swett
AUTHORIZED SIGNATURE

485049—2.76

9744

October 3, 1984

M & J Electric, Inc.
dba Marine and Industrial Electric
4705 N. E. Columbia Boulevard
Portland, OR 97218

CON 5

#9894

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9894 for work on the Sunset Highway at Cornell Road (W.B. Off-Ramp) Section in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure
cc: Industrial Indemnity Company
of the Northwest
Bond Department
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Walter G. Bartel
L. E. George

MARINE AND INDUSTRIAL ELECTRIC

Post Office Box 4529 • Portland, Oregon 97208 • (503) 284-5068

September 17, 1984

State of Oregon
Department of Transportation
Highway Division
COMMISSION SERVICES
121 Transportation Building
Salem, Oregon 97310

Gentlemen:

SUBJECT: GRADING, PAVING, SIGNING & SIGNALS AT SUNSET HWY. AT CORNELL RD. (W.B. OFF-RAMP) SUNSET HWY, WASHINGTON COUNTY, BIDS OPENED SEPTEMBER 13, 1984

In compliance with section five of the Supplemental Required Contract Provisions, this firm, as the apparant low-bidder on the subject project, proposes to meet the WBE requirements (2%) of this contract as follows:

Subcontractor: GAYNETCO, INC.
6505 N.E. Columbia Blvd.
Portland, Oregon 97218

Subcontract: BID ITEM NUMBER 4
BID ITEM NUMBER 14
BID ITEM NUMBER 15
BID ITEM NUMBER 16
BID ITEM NUMBER 17
BID ITEM NUMBER 18

Furnish and Install
Total Subcontract: $1,601.00

If you have any questions concerning this matter, please contact this office.

Very truly yours,

MARINE AND INDUSTRIAL ELECTRIC

M. L. Nelson

M. L. Nelson
EEO Officer

mn/ds
c: f

RECEIVED
SEP 18
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Electrical Contractors and Engineers

cc Kay [illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SC

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FG-27-2(20)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40246

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 6 '84
REFER TO
Potter
FOR

Info	Inves	B/D	O/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE 8-22-84
8. FEDERAL ROUTE NUMBER Primary 27
9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Sunset Hwy at Cornell Rd. (Westbound Off-Ramps) Section

11. GENERAL DESCRIPTION OF WORK
Channelization and Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 8-6-84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 8-20-84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $91,509 Federal Funds.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 8/29/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner
16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

9874 47

PROJECT PROSPECTUS
PART 4 - SURVEY AUTHORITY

WASHINGTON CO.

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION	Sunset Hwy. @ Cornell Road (WB Off-ramp) Hwy #47 Sunset Hwy
REGION	1

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	034-1460	2-10-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		800
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		100	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES					

TOTALS	$	$ 3,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This prefix will provide state funds until the project is programed for federal funds.

1 Versteeg ✓
Anderson
(Cy to Bud) Adams
(Cy) Macnab
Edwards E
Terpin
3 Trout
(Cy) Wekerlin

RECEIVED
FEB 22 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up
Action

PREPARED BY Ronald T. Noble	DATE 2-10-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/15/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

47

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

WASHINGTON Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02077

SECTION: Sunset Hwy. @ Cornell ~~158th~~ Rd. (WB Off-Ramp)

REGION: Metro Region

Hwy #47 **SURVEY AUTHORITY**

AUTHORIZATION NO. 2

PREFIX 34-1460

DATE 2-1-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 800	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		1,200	934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		800
905 FINAL DESIGN		5,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT	-	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		100	950 TRAINING		
910 REGION GEOLOGIST		100	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		5,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	-		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES					

TOTALS	$	$ 17,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Cy

SECTION

PREPARED BY	DATE 2-2-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 3-1-84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 3-1-84
RECOMMENDED, LOCATION ENGINEER X	DATE -	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

1984 Mt. Hood Hwy. @ Industrial 9895
Way (Sandy) Sec, Mt. Hood Hwy. in
Sandy. (traffic sig, install.)

ROUTING SLIP

Date 1/6/86

Director
Asst Dir.-Administration
Accounting (Highway)
Administrative Services
Aeronautics Div.
Bridge
Commission Services
Communications (Radio)
Construction
Employee Development
Environmental
[illegible]

Landscape
Legal
Library
Location
Mailroom
Maintenance
Materials
Motor Vehicles Div.
Parks & Recreation Div.
Permits & Weighmasters
Personnel Operations
Personnel Services Sr.

Research
Right of Way
Road Design
Safety & Health
Service Center
Sign Shop
State Highway Engineer
Technical Services
Traffic Signal Unit
Traffic
Utilities

[illegible]

[illegible] contracts
[illegible] costs [illegible]
[illegible] from [illegible] Kennen's
[illegible] standard [illegible] revision
[illegible] bills.
Anne

231-0282 [illegible]

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	141980
DATE	6/21/85
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 4436
CODE	MERCURY

MERCURY DEVELOPMENT
PO BOX 5308
PORTLAND OR 97228

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	351	01			225.31
203-8226	296	00	000		225.31
203-8226	299	00	000		(225.31)

DESCRIPTION			TOTAL PRICE
MT. HOOD HWY AT INDUSTRIAL WAY (SANDY) SECTION OF MT. HOOD HWY.			
PROGRESS BILLING #4			
PRELIMINARY ENGINEERING			3,825.14
CONSTRUCTION (203-8226)COSTS BILLED THRU MARCH 1985.		68,580.75	
MAY 1985 COSTS			
LABOR O.S.H.D	* 106.61		
EQUIPMENT RENTAL	5.70		
MATERIALS TESTING	113.00		
TOTAL MAY CONSTRUCTION COSTS		225.31	
TOTAL CONSTRUCTION COSTS THRU MAY 1985			68,806.06
TOTAL PROJECT COST THRU MAY 1985			72,631.20
LESS: ADVANCE DEPOSIT			(10,000.00)
AMOUNT PREVIOUSLY INVOICED & PAID			(36,370.27)
AMOUNT INVOICED #141907			(26,035.62)
AMOUNT DUE THIS INVOICE			225.31

110.00 ACCT

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

________ ________ PH: ______ FOR CORRECTNESS OF CHARGES

OR ANNE HERNANDEZ PH: 378-5034 PREPARER OF INVOICE

PROGRAM SECTIO
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JAN 8 1986
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-1150 (7-81)

* Labor May 85

74.69	Materials section
16.63	Construction section
15.29	
106.61	

CODE	
INVOICE #	
ADVANCE DEPOSIT AMOUNT	$
ADVANCE DEPOSIT PREVIOUSLY TRANSFERRED TO HIGHWAY FUND	$
BALANCE	$
TRANSFER TO HIGHWAY FUND	$
REFUND DUE	$
AMOUNT DUE	$
SUBMITTED BY	
APPROVED BY	

HIGHWAY DIVISION INVOICE

02 **142720**

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
11/27/85		CA 4795

VENDOR NO.
0001022641-00

Mercury Development
P.O. Box 5308
Portland, Oregon 97228

T.C.	EA & SUB JOB	SPEC D	ORG. UNIT	OBJ DTL	REV. SRC	AGY SRC	AMOUNT
617	C09895-000	L01	0521		844010	80	1,522.50

PROG	APP.SYN.	FUND	FUND DTL.	ACTIVITY

DESCRIPTION			TOTAL PRICE
Mt. Hood Hwy. at Industrial Way (Sandy). Section of Mt. Hood Hwy.			
PROGRESS BILLING #5			
Preliminary Engineering			3,825.14
Construction (203-8226) C09895 costs billed through May 1985.		$68,806.06	
Costs processed June thru September 1985:			
9/85 Hwy. Division Labor	24.87 R/W crew 8/85		
Payments to Contractor	① 1,079.46		
Removal Pole and Light	② 418.17 SFO (copy attached)		
TOTAL SEPTEMBER COSTS		$ 1,522.50	
TOTAL CONSTRUCTION COSTS THRU SEPTEMMBER 1985			70,328.56
TOTAL PROJECT COSTS			74,153.70
LESSS: ADVANCE DEPOSIT			[10,000.00]
AMOUNT PREVIOUSLY BILLED			[62,631.20]
AMOUNT DUE			$1,522.50

IF YOU SHOULD HAVE ANY QUESTIONS REGARDING THIS INVOICE, PLEASE CONTACT ANNE HERNANDEA AT 378-5034; PREPARED OF INVOICE.

734-1150 (7-81)

RR 8/85 R/W

① 79.46 interest pd contractor
1000.00 Retainage
1079.46

②

1021

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVANCE DEPOSIT TRANSFER)

CURRENT DOCUMENT NO. 142720

DATE	PURCHASE ORDER NUMBER	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
11/15/85			CA 4795

BILL TO: VENDOR NO. 000 1022641-00

Mercury Development
PO Box 5308
Portland, OR 97228

T.C.	EA & SUB JOB	SPEC D	ORG. UNIT	OBJ DTL	REV. SRC	AGY SRC.	AMOUNT
617	C098[illegible]-000	L01	0521		844010	80	1522.50

PROG	APP.SYN	FUND	FUND DTL.	ACTIVITY

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)		TOTAL
Mt. Hood Hwy at Industrial Way (Sandy). Section of Mt Hood Hwy.		
Progress Billing #5		
Preliminary Engineering		3 825.14
Construction (203-8226) C09895 costs billed through May 1985	68,806.06	
Costs Processed June thru Sept 1985		
9/85 Hwy Div. labor	24.87	
Payments to contractor	1079.46	
Removal pole + light	418.17	
Total Sept Costs	1522.50	
Total Construction Costs thru Sept 85		70328.56
Total Project Costs		74,153.70
Less: Advance Deposit		<10,000.00>
Amount Previously billed		<62[illegible]>
Amount Due		1522.50

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
[illegible] OF CHARGES
OR Anne Hernandez [illegible] 378-5034 [illegible] OF INVOICE

CODE ______	INVOICE	# ______
ADVANCE DEPOSIT AMOUNT		$ ______
ADVANCE DEPOSIT PREVIOUSLY TRANSFERRED TO HIGHWAY FUND		$ ______
BALANCE		$ ______
TRANSFER TO HIGHWAY FUND		$ ______
REFUND DUE		$ ______

AMOUNT DUE $ 1522.50

SUBMITTED BY
Anne Hernandez

APPROVED BY
V. E. [illegible]

N

ORDER FOR FORCE WORK

090

ORDER No. 4

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY Pacific Gas and Electric CONTRACT No. C09895
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Mt. Hood Highway @ Industrial Way DATE August 9, 1985

HIGHWAY Mt. Hood FAP No. State (~~Activity Code:~~ [redacted]

COUNTY Clackamas PREFIX ~~203-8836~~ C09895/090 FUNCTION 416 ~~270-04~~

DESCRIPTION OF WORK TO BE DONE: Removal of existing illumination (45' pole and street light at SE corner of Highway 26 and Industrial Way.

LOCATION BY STATION NUMBERS:

ESTIMATE OF QUANTITIES & COSTS:

Labor and Equipment	$418.17

EXPLANATION:

This is an anticipated item.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC:
Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 63,290.45
Present estimate of costs including work under this Force Order	$ 67,301.66
Estimated Overrun ~~Underrun~~ Amount	$ 4,011.21
Estimated Overrun ~~Underrun~~ Percent	6.3

SUBMITTED BY: Gary Kema 238-8338

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: AUG 15
Construction or Traffic Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

02

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

CURRENT DOCUMENT NO.

DATE	PURCHASE ORDER NUMBER	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
12/24/85			CA 4826

BILL TO: VENDOR NO. 0001022641-00

Mercury Development
PO Box 5308
Portland, OR 97228

T.C.	EA & SUB JOB	SPEC D	ORG. UNIT	OBJ DTL	REV. SRC	AGY SRC.	AMOUNT
617	C09895-000	L01	0521		844010	80	120.29
	PROG	APP.SYN	FUND	FUND DTL.	ACTIVITY		

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)		TOTAL
Mt Hood Hwy at Industrial Way (Sandy) section of Mt Hood Hwy.		
Progress Billing #6		
Preliminary Engineering		3825.14
Construction (203-8126) C09895 costs billed through Sept 1985.	70,328.56	
Costs processed October + Nov 1985:		
Office Supplies	17.62 [illegible]	
Hwy Div. labor	87.67 Portland concrete crew	
Equipment Rental	15.00 ✓ ✓ ✓	
Total October + Nov costs	120.29	
Total construction costs thru Nov 1985		70,448.85
Total Project Costs		74,273.99
Less: Advance Deposit		{10,000.00}
Amount Previously Billed		{64,153.70}
Amount Due		120.29

IF YOU [illegible]

[illegible] CHARGES

OR Anne Hernandez [illegible] 378-5034 [illegible] OF INVOICE

CODE ____	INVOICE # ____	AMOUNT DUE	$ 120.29
ADVANCE DEPOSIT AMOUNT	$ ____	SUBMITTED BY Anne Hernandez	
ADVANCE DEPOSIT PREVIOUSLY TRANSFERRED TO HIGHWAY FUND	$ ____		
BALANCE	$ ____	APPROVED BY	
TRANSFER TO HIGHWAY FUND	$ ____		

- 9895

N

November 22, 1985

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9895

On July 17, 1985, we wrote to you concerning release of final payment on Contract No. 9895 awarded to H & H Electric, Inc. for traffic signal installation on the Mt. Hood Highway at Industrial Way (Sandy) Section in Clackamas County.

Final payment on this contract is $1,000.05 and the total contract amount is $51,824.30. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: H & H Electric, Inc.
P.O. Box 6209
Bend, OR 97708

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

FKN:arc

NOTED ON CARD
11-22-85 ac

9895

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: July 12, 1985

FROM: C. O. Fredrickson for W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9895, On Site Work Substantially Completed February 28, 1985

All Work Completed March 19, 1985

Project Mt. Hood Hwy. @ Industrial Way (Sandy)

Highway Mt. Hood

County Clackamas

Type of Work Traffic Signal Installation

Contractor H & H Electric, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

July 17, 1985 - Surety letter written.

noted
RW Gormsen

RECEIVED
JUL 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Mt. Hood Hwy. @ Industrial Way	WEEK ENDING March 23,1985	SECTION PREFIX 203-8226
HIGHWAY Mt. Hood Hwy.	COUNTY Clackamas	
NAME OF JOB Mt.Hood Hwy @ Industrial Way	KIND OF WORK Traffic Signal Installation	
CONTRACTOR H & H Electric, Inc.	CONTRACT NUMBER 9895	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT October 12, 1984	DATE WORK STARTED December 14,1984	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 63,290.45	SPECIFIED COMPLETION DATE February 28, 1985	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 57,762.90	ENGINEERING AUTHORIZATION $ 5,527.55 This Week 200.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 55,775.50	ENGINEERING COST TO DATE $ 12,712.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.4 %	PERCENT OF AUTHORIZATION 230 %	DATE PROJECT WAS COMPLETED: February 28, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Bucket truck, boom truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Traffic Signal							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Cloudy			
MONDAY 18	Cloudy			
TUESDAY 19	Cloudy			
WEDNESDAY 20	P.Cloudy			
THURSDAY 21	Showers			
FRIDAY 22	Showers			
SATURDAY 23				

CE F CAE RECEIVED LS TC
COE OM SA CC
OE MAR 28 1985 FE CP
CA FQC
CAM CONSTRUCTION QCS
EEO SECTION FILE

CONTR. NO: 9895 Date:3-23-85

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	17	No activity.
MONDAY	18	No activity.
TUESDAY	19	Adjustments and clean up complete.
WEDNESDAY	20	No activity for the rest of the week.
THURSDAY	21	
FRIDAY	22	
SATURDAY	23	

REMARKS

STATUS: Project work, adjustments and clean up completed.
Second & Third Notifications submitted.

VISITORS: None

NEXT WEEK: No activity.

FINAL REPORT

SIGNED Gary Kenne LOCATION Portland

Gary Kennen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

October 30, 1984

H & M Electric, Inc.
767 S. E. Glenwood Drive
Bend, OR 97701

CON 5

#9895

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9895 for a traffic signal installation at Mt. Hood Highway at Industrial Way in Sandy, Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
121 S. W. Salmon Street, Suite 900
Portland, OR 97204

Corroon and Black of Oregon
P. O. Box 8699
1600 S. W. Fourth
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Gary Kennen
L. E. George

Corroon & Black of Oregon

Insurance/Surety Bonds
1600 S.W. Fourth Avenue
P.O. Box 8699
Portland, Oregon 97207
503/224-4155 Telex No. 360-546

October 24, 1984

State of Oregon
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

RE: H & H Electric, Inc.
Contract No. 9895

Gentlemen:

Please find enclosed two sets of executed Contract and Bond documents for the above contract for Traffic Signal Installation on the Mt. Hood Hwy at Industrial Way (Sandy) Section of the Mt. Hood Hwy in Clackamas County. Also enclosed is a Certificate of Coverage evidencing compliance with the Oregon Workers' Compensation Law.

Very truly yours,
CORROON & BLACK OF OREGON

Lynn Harris

Lynn Harris
Surety Department

Enclosures
cc H & H Electric, Inc.

RECEIVED
OCT 25 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
SEP 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Slay
Turner

Phoned In Bid

JOB S.P. RR O'XING - PACIFIC HWY.
DATE 9/26/84 TIME

FIRM NAME YOUNG MOUNTAIN CONTRACTORS
BY WADE. PHONE NUMBER
TAX INCLUDED YES ☐ NO ☐ AS PER PLANS AND SPECS YES ☒ NO ☐
INSTALLED YES ☒ NO ☐ FREIGHT ALLOWED YES ☒ NO ☐
INCLUDING ADDENDA YES - 1&2.

BID ON PIPE & GEOTEXTILE FABRIC. $ 61,170
PRICE TAX NET PRICE ~~54,480~~ 60

INCLUDES ■ EXCLUDES

BID ITEM # 25 - 12" CULVERT PIPE 180' @ 11^{00} = 1980-
" " 26 - 54" " " 78' @ 40^{00} = 3120-
" " 27. ~~560~~ 12" STORM PIPE 560' @ 15^{00} = 8400-
" " 28 - 24" STORM PIPE. 142' @ 28^{00} = 3976-
BID ITEM NO 37. GEOTEXTILE FABRIC.
13,400 SY @ 2^{26} = 30,284-
" " # 29 - 30" STORM PIPE 276' @ 20^{00} = 5,520-
" " 39 - ADJUST M.H's. 1 EA 500- = 500
" " 40 RECONSTRUCT M.H's. 1 EA 700- 700
~~54,480~~

BID TAKEN BY

NOTES

" - 16 TRENCH EXC. 575 CY 6- 3450-
17 GRANULAR B.FL. 405 CY @ 8^{00} 3240.
61,170

FORM #127 LOCKE PRINTING P.O. BOX 3763 CENTERLINE, MICHIGAN 48015

DBE/MBE/WBE Identification

H & H electric inc.
P.O. BOX 6209
BEND, OREGON 97708
• (503) 388-4337

SECTION: PACIFIC HWY E. @ HARDCASTLE
HIGHWAY: PACIFIC HIGHWAY E
COUNTY: MARION
BID DATE: 9-27-84

D-M-W	Bid Item	DESCRIPTION	Amount
D	13	TRAFFIC SIGNALS	
		DYNAMIC CONST	$18,500.00

RECEIVED
SEP 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Summary:

	$	%
DBE	$18,500.00	20%
MBE		
WBE		

cc Kay Turner

9895

IRREVOCABLE
STANDBY
DOCUMENTARY
CREDIT

OREGON BANK
AN ORBANCO COMPANY
INTERNATIONAL BANKING DEPARTMENT
P.O. BOX 3066
PORTLAND, OREGON 97208, U.S.A.

TELEX NUMBERS
360412 & 4742028

ORIGINAL

BRIEF DETAILS ADVISED BY TELEX TODAY ☐	DATE OF ISSUE October 11, 1984	CREDIT NUMBER OF ISSUING BANK 9423	CREDIT NUMBER OF ADVISING BANK

ADVISING BANK

APPLICANT
SANDY DEVELOPMENT CO.
338 N.W. 5th. AVENUE
P.O. BOX 5308
PORTLAND, OREGON 97228

BENEFICIARY
STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

AMOUNT
US$63,300.00
SIXTY THREE THOUSAND THREE HUNDRED AND NO/100
U.S. DOLLARS

EXPIRY DATE
MAY 31, 1985
AT OUR OFFICE

WE HEREBY ISSUE IN YOUR FAVOR THIS DOCUMENTARY CREDIT WHICH IS AVAILABLE BY YOUR DRAFT(S) DRAWN ON US AT SIGHT INDICATING OUR NAME, NUMBER AND DATE OF THIS CREDIT, ACCOMPANIED BY:

Beneficiary's signed statement certifying that the amount drawn represents:

1. An initial draw of up to 10 percent of the total deposit, and/or
2. Monthly draws based on the applicable share of project costs.
   IE: Payment of Contract work, Construction engineering and/or other cost incurred relative to the installation of a traffic signal for the Mt. Hood Highway at Industrial Way(Sandy, Oregon) Section of the Mt. Hood Highway.

SPECIAL CONDITIONS:

1. Partial drawings permitted.

- -

10-12-84
Original to
Pete Gonzales
G
Awarded 10-12-84
G

ALL BANKING CHARGES OTHER THAN OUR OWN ARE FOR THE ACCOUNT OF BENEFICIARY.

WE HEREBY ENGAGE WITH YOU THAT DRAFTS DRAWN IN CONFORMITY WITH THE TERMS OF THIS CREDIT WILL BE DULY HONORED ON PRESENTATION.

THE OREGON BANK

H. F. Freeman
AUTHORIZED SIGNATURE

AUTHORIZED SIGNATURE

THE ADVISING BANK IS REQUESTED TO NOTIFY THE BENEFICIARY WITHOUT ADDING THEIR CONFIRMATION.

ADVISING BANK'S NOTIFICATION

PLACE, DATE, NAME AND SIGNATURE OF ADVISING BANK

EXCEPT AS FAR AS OTHERWISE EXPRESSLY STATED, THIS DOCUMENTARY CREDIT IS SUBJECT TO THE "UNIFORM CUSTOMS AND PRACTICE FOR DOCUMENTARY CREDITS" 1983 revision ~~(1974 REVISION)~~ INTERNATIONAL CHAMBER OF COMMERCE ~~(PUBLICATION 290)~~ Publication 400)

September 27, 1984

Mr. David Zimel ← Mercury Development Inc.
338 N.W. 5th Avenue (Sandy Development Co.)
P.O. Box 5308
Portland, OR 97228

Dear Mr. Zimel:

On September 27, 1984 we received a satisfactory bid from H & H Electric, Inc., P.O. Box 6209, Bend, Oregon for the Mt. Hood Highway at Industrial Way (Sandy) Section of the Mt. Hood Highway.

The preliminary engineering and construction-finance agreement No. 8049 requires the company to make an advance deposit in the amount of $63,300.00 at this time. This is 100% of the construction cost as agreed upon. Computation of costs are as follows:

Contractors Bid		$52,125.50
Anticipated Additional Items:		
State Furnished PROM & PROGRAM	$ 700.00	
Signal Controller Testing	2,050.00	
Removal of Existing Illumination	400.00	3,150.00
SUBTOTAL		$55,275.50
Contingencies (4-1/2%)		2,487.40
Engineering (10%)		5,527.55
TOTAL CONSTRUCTION COST		$63,290.45
ROUNDED		$63,300.00

Please submit your $63,300.00 which should arrive not later than October 19, 1984 using one of the two options described in the attachment.

Very Truly Yours,

Gary A. Potter, Manager
Program Section

RLD:me
Attachments
bcc: w/AD #84-104: Wayne Schulte, Metro Region
V.E. Skoog - Please return completed AD #84-104 when deposit is received.

Rec'd Letter of Credit RLD
10-12-84

May 24, 1984 PRO

Mr. David Zimel
338 N.W. 5th Avenue
P.O. Box 5308
Portland, OR 97228

Dear Mr. Zimel:

We recently executed an agreement for the installation of 5-phase traffic control signal equipment and construction of certain roadway improvements on the Mt. Hood Highway at Industrial Way.

As described in our Agreement No. 8049, Mercury Development, Inc. should now submit a preliminary engineering advance deposit in the amount of $8,000.

Please make your check or irrevocable letter of credit payable to the Oregon State Highway Division, and send to Highway Division Accounting Section, Room 434, Transportation Building, Salem, OR 97310.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Mananger
Program Section

RLD:lks

Attachment

bc w/AD #84-44: Wayne Schulte, Metro Region
Vern E. Skoog - Please return completed AD #84-44 when advance deposit is received.

5-31-84
Made phone call to David Zimel telling him not to send this as we had already rec'd this by virtue of AD request from Harry Woodward. RLD

[illegible]

5-31-84
Rose Wickham called
and said that acctg
has an advance deposit
of $10,000 for P.E.
Memo to files written
cancelling our 5-24-84
request for $8,000.

RED

[illegible]
223-2108

any penalties for late competion
Name & phone No.
of project manager

Metro Region
653-3090

Project Manager
Gary Kennen
238-8338

Std contract does have normal
penalties for failing to
complete on time.

Completion Time: February 28,
1985

Total Construction cost of
$63,300 does not include P.E.

May 16, 1984

City of Sandy
City Hall
Sandy, OR 97055

AGR 4

Attention: Thomas Reber
City Recorder

Mercury Development, Inc.
338 NW Fifth Avenue
Portland, OR 97209

MISC. CONTRACTS and
AGREEMENTS No. 8049

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of signal equipment on Mt. Hood Highway at Industrial Way.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report this action for your official records:

1) Grant of Access to Paul A. and Betty M. Bendele at Station 44+80 on the northerly side of the McKenzie Highway in Deschutes County for a minimum consideration of $2,500. File 22949. (Right of Way)

2) Grant of Access to Henry A. Abbae, Jr., et al at Station 536+04 on the Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County for a consideration of $5,000. File 26239. (Right of Way)

3) Grant of Access to the Calapooya Fire District at Station 1218+00 on the Calapooya Creek-Sutherlin Section of the Elkton-Sutherlin Highway in Douglas County for a consideration of $1,000. File 18876. (Right of Way)

4) Agreement with City of Tualatin for installation of traffic signal equipment on the Beaverton-Tualatin Highway at Lower Boones Ferry Road-Tualatin Road Intersection. The State will monitor the City during the design and installation of this 100 percent City-financed project.

5) Agreement with City of Sandy and Mercury Development Inc., for installation of signal equipment on Mt. Hood Highway at Industrial Way. The State will design the equipment and monitor the construction of this 100 percent Company-financed project.

Dated this 1 day of May, 1984

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
DATE: 5-8-84

7875

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
January 3, 1984

FILE: PMT 4

H E Woodward

FROM: Harry E. Woodward
District Maintenance Supervisor

SUBJECT: Sandy Town Center

TO: Mainor Holmes
Agreement Specialist
Program Management
Room 211

Attached find a preliminary draft of an agreement for a traffic signal on the Mt. Hood Highway just west of the City of Sandy.

I would like an agreement which reflects the information which I have submitted.

Please call me at 238-8298 if you have any questions.

Attachment

HEW:nr

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
JAN 05 1984
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________________
FOR ________________________

MDI

MERCURY DEVELOPMENT, Inc.

Development • Management
338 N.W. 5th Avenue
Phone (503) 223-2108 • P.O. Box 5308 • Portland, Oregon 97228

December 22, 1983

DEC 23 1983

Harry E. Woodward
Highway Division
Department of Transportation
5821 N.E. Glisan St. Room-12
Portland, Oregon 97213-3799

Dear Harry:

I am writing this letter concerning the future traffic signal at the main entrance of our Sandy Town Center project at the intersection of Highway 26 and Industrial Way Road in Sandy. In reviewing the Cooperative Improvement Agreement which you drafted, I would like to reiterate those points which we discussed in our meeting yesterday, December 20:

1. Anywhere a deposit of money is requested by the State we would like to supply you with a letter of credit, as we have done on the previous developments where a signal was required.

2. We would like a copy of any Cooperative Agreements you might have with Clackamas County or the City of Sandy.

3. We would like an all inclusive estimate of the project cost.

4. As we discussed yesterday, I will have discussions with Don Wilson, the city planner of Sandy, concerning who pays for the vehicle detector loops and signalization benefiting Industrial Way Road. It is our firm conviction that the project should not have to foot the bill for the detector loops and the signalization benefiting a city street.

5. Concerning progressive payments, our company would like itemized statements, itemized to the point that each bid item will show a percentage of completion. Secondly on any costs overruns we would like to scrutinize them to be sure they are justified.

6. It is our desire to have a clear understanding of any right of ways or easements that are requested for the purpose of construction or maintenance so that we may eliminate unnecessary conflicts when we are asked to grant easements to others.

ICSC

Member, International Council of Shopping Centers

MDI

MERCURY DEVELOPMENT, Inc.

Development • Management
338 N.W. 5th Avenue
Phone (503) 223-2108 • P.O. Box 5308 • Portland, Oregon 97228

Page 2

December 22, 1983

In addition to covering the Cooperative Improvement Agreement there are a few more concerns we would like to express, i.e.:

1. The timing of the signal project is crucial to our development because it is your position that the shopping center may not open until the signal is operating. We are looking to break ground as the weather permits next spring, somewhere in the month of March or April. Lets use March as an example and show the time frame for construction with an estimated opening date. Given that we start on March 1, 1984, the site work should be completed to the point of being able to poor footings for the buildings within a month to a month and a half. Lets assume it will take a month and a half, thus making it April 15, 1984. From this point it should take six months to complete the most complicated of construction, that being the grocery store. Thus by October 15, 1984 the center should be ready to open. We would like to have the signal operating by October 15, 1984 so that we don't hold the development up.

   Additionally, the closer we open the center to Christmas, the more difficult it is for the retailers to stock their stores and give enough advance notice to the community that they are in business for that crucial December month, some retailers tell us that if they can't be open by a date such as November 1st or the 15th, they would want to wait until spring which we don't want to see happen.

2. The last point we would like to make is our desire to have R&H Construction construct the signal project because of the economy and cohesiveness of having one contractor coordinate the on and off site work along with the signal.

Harry, I realize the time frame is very ambitious and without help from the State it would become a difficult date to achieve. We would sincerely appreciate any and all help from you and the State. We look forward to working with you.

Sincerely yours,

David Zimel

Dave Zimel

DZ:bjz

Member, International Council of Shopping Centers

1984 Milton Cr. (Kappler Road) 9896
Br. Sec, (FAS 745) W. of St.
Helens. (gr, pav, str.)

1296

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE: 5/8/91**

COUNTY: Columbia **AGREEMENT NO.: 7901** **PROJECT NOS.: BHS-A745(1)**
BHS-A745(2)

CONTRACT NO.: 9896 **SECTION: Milton Creek (Kappler Road) Bridge**

PRELIMINARY ENGINEERING PREFIX C505-1907

	Participating	Nonparticipating
Project Manager	$ 664.70	$
Consulting Engineer	16,050.00	
Final Design	190.54	
Program Section	75.08	
Specifications	1,947.65	
Environmental Studies	183.36	
Hydraulics Section	185.12	
Base Design	164.13	
Total P.E. Cost	$ 19,460.58	$ 0.00

CONSTRUCTION PREFIX C09896

	Participating	Nonparticipating
Payment to Contractor	$ 135,594.33	$
Consultants (OBEC)	20,339.14	2,635.86 *
Audit Expense	155.13	
Construction Branch		1,029.69 *
Field Engineering		980.15 *
Materials Testing		2,712.17 *
Total Construction Cost	$ 156,088.60	$ 7,357.87

MKS005.pj

SUMMARY

Participating P.E. Cost				$	19,460.58
Participating Construction Cost					156,088.60
	Subtotal				175,549.18
Federal Funds					
P.E. (80%)		$	15568.46		
Const. (80%)			124,870.88		-140,439.34
	Subtotal			$	35,109.84
Plus Nonparticipating cost				$	7,357.87
Less County's Advance Deposits					
P.E. AD #83-66		$	3,860.00		
Const. AD #84-103			31,800.00		
Additional Payment			2,632.68		-38,292.68
BALANCE DUE FROM COUNTY				$	**4,175.03**

* Costs are Nonparticipating because they exceed the 15% limit allowed for Construction Engineering by FHWA.

7896

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U.S [illegible]PARTMENT OF TRANSPORTATION
[illegible]AL HIGHWAY ADMINISTRATION

ATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

PAID BY

(For use of Paying Office)

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 09 04 84
TO 05 27 87

FEDERAL AID PROJECT NO.
BRS A745 (2)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
163,446.47	156,088.60	80.00	124,870.88	124,870.88	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations, and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
5/9/91

SIGNATURE OF AUTHORIZED OFFICIAL
Robert Z Warberg
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20 REV 5-78

MILTON CREEK (KAPPLER RD.0 BRIDGE SECTION
COUNTY ROAD
COLUMBIA COUNTY

CONSTRUCTION
TYPE CODE X081

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$135,594.33
TOTAL CONSTRUCTION COST		$135,594.33

CONSTRUCTION ENGINEERING

OBEC	ALL REQUIRED	$ 20,339.14
TOTAL PARTICIPATING CONSTRUCTION ENGINEERING		$ 20,339.14

MISC PROJECT COST

AUDIT EXPENSE	ALL REQUIRED	155.13
TOTAL PARTICIPATING PROJECT COST		$156,088.60

NON-PARTICIPATING PROJECT COST

STATE	ALL REQUIRED	$ 4,722.01
OBEC	ALL REQUIRED	2,635.86
TOTAL NONPARTICIPATING COST		$ 7,357.87
TOTAL PROJECT COSTS		$163,446.47

BRS A745 (2)

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                            JUNE 1985        PAGE 420

                                                                                 FISCAL           GRAND TOTAL     ACTIVE YRS
DESCRIPTION               PREFIX  FUNCTION SUB F.  GR   CURRENT MONTH         YEAR TO DATE         TO DATE      BEG    END
                          505     1007      204    00 P 1                        2,884.65CR        4,000.00CR     83     84
                          505     1007      205    01 P 1        514.40                                           85     85
                          505     1007      270    01 P 1      3,840.70             7,450.90          14,128.75     84     85
                          505     1007      296    00 N 9        196.05CR         137,056.37CR       130,435.73CR   83     85
                          505     1007      298    00 N 9        196.05           137,056.37         130,435.73     83     85
                          505     1007      900    00 P 1           .29CR             771.09           1,128.86     83     85
                          505     1007      904    00 P 1                          13,384.98          36,700.00     83     84
                          505     1007      915    00 P 1        626.11               979.00             979.00     84     85
                          505     1007      920    00 P 1           .14CR              31.58              31.58     84     85
                          505     1007      940    00 P 1           .15CR             262.65             565.65     84     85
                          505     1007      944    00 P 1           .23CR              52.32              56.74     83     85
                          505     1007      945    00 P 1          4.02CR             888.88             934.42     83     85
                          505     1007      948    00 P 1           .20CR              45.80             105.19     83     85
                                            TOT    P1          4,976.18           157,713.24         209,667.88
                                         ** JOB TOTALS **      4,976.18  **       157,713.24  **     209,667.88  **

MILTON CH+ARPLER RD+BR    CONT NO 9396   FP PROJ NOS BPS A745002 100                                            STATE
                          505     1009      201    00 P 1     10,683.30           100,269.30         100,269.30     85     85
                          505     1009      204    00 P 1        534.17CR           5,013.47CR         5,013.47CR   85     85
                          505     1009      296    00 N 9      ~~5,577.79CR~~     ~~114,002.62CR~~   ~~114,002.62CR~~   84     85
                          505     1009      297    00 N 9      ~~5,577.79~~       ~~25,290.93~~      ~~25,290.93~~      85     85
                          505     1009      293    00 N 9                          88,711.69          88,711.69     84     85
                          505     1009      900    00 P 1           .35               614.10             614.10     84     85
                          505     1009      904    00 P 1                          22,602.40          22,602.40     85     85
                          505     1009      920    00 P 1           .25CR              55.17              55.17     84     85
                          505     1009      940    00 P 1                           2,366.00           2,366.00     84     85
                          505     1009      944    00 P 1                              10.72              10.72     84     84
                          505     1009      945    00 P 1           .36CR              78.10              78.10     84     85
                          505     1009      948    00 P 1           .25CR              55.91              55.91     85     85
                          505     1009      950    00 P 1        156.97               156.97             156.97     85     85
                                            TOT    P1         10,305.59           121,195.20         121,195.20
                                         ** JOB TOTALS **     10,305.59  **       121,195.20  **     121,195.20  **

ROCK CREEK BRIDGES        CONT NO 9115 * FA PROJ NOS RS  A756001 100                                            STATE
                          505     1093      201    00 P 1                                            573,433.45     80     81
                          505     1093      201    00 N 1                                                945.00     81     81
                          505     1093      206    00 N 1                                                607.11     81     81
                          505     1093      296    00 N 9                          12,293.70CR       601,211.79CR   80     84
                          505     1093      297    00 N 9                          12,293.70          45,764.70     80     84
                          505     1093      298    00 N 9                                            555,447.09     80     84
                          505     1093      900    00 P 1                                             12,827.49     80     82
                          505     1093      900    00 N 1                                                 40.00     80     81
                          505     1093      904    00 P 1                                             54,500.00     81     81
                          505     1093      915    00 P 1                                                743.66     81     81
                          505     1093      920    00 P 1                                                162.15     80     81
                          505     1093      921    00 P 1                                          [illegible]     80     80
                          505     1093      945    00 P 1                                                224.09     81     81
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                    JOB COST SUMMARY RUN ON  04-30-91
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 04/27/91
                       FOR EXPENDITURE ACCOUNT C09896

                                          CREW   MSA        CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH            DATE
--       ------ -------- ---------- ------ -----       -------        ----------
C09896   000    010      001        0521                                   10.09
C09896   000    010      001        0813                                  185.29
C09896   000    010      001        0821                                  635.16
OBJ-DETAIL 001                                                            830.54

ACTIVITY   010                                                            830.54 SUBTOTAL

C09896   000    050      001        0500                                  155.13
OBJ-DETAIL 001                                                            155.13

ACTIVITY   050                                                            155.13 SUBTOTAL

C09896   000    899      199        2100                                    3.32
OBJ-DETAIL 199                                                              3.32

C09896   000    899      300        2100                               -2,500.00
OBJ-DETAIL 300                                                         -2,500.00

C09896   000    899      302        R                                   2,500.00
OBJ-DETAIL 302                                                          2,500.00

C09896   000    899      504        0100                                   18.00
OBJ-DETAIL 504                                                             18.00

C09896   000    899      550        8215                                   14.00
OBJ-DETAIL 550                                                             14.00

C09896   000    899      555        0521                                    8.70
OBJ-DETAIL 555                                                              8.70

ACTIVITY   899                                                             44.02 SUBTOTAL

C09896   000    900      001        1083                                  343.64
OBJ-DETAIL 001                                                            343.64

ACTIVITY   900                                                            343.64 SUBTOTAL

C09896   000    901      504        7361                                   13.96
OBJ-DETAIL 504                                                             13.96

ACTIVITY   901                                                             13.96 SUBTOTAL

C09896   000    903      504        7400                                    8.45

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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C 505-1009

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                          JOB COST SUMMARY RUN ON  04-30-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 04/27/91
                           FOR EXPENDITURE ACCOUNT C09896

                                             CREW   MSA        CURRENT        BALANCE TO
EA      SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH            DATE
--      ------ -------- ---------- ------ -----        -------        ----------
OBJ-DETAIL 504                                                                8.45

ACTIVITY    903                                                               8.45 SUBTOTAL

C09896  000    940      001        8214                                      43.84
C09896  000    940      001        8221                                      43.64
C09896  000    940      001        8240                                      42.96
OBJ-DETAIL 001                                                              130.44

ACTIVITY    940                                                             130.44 SUBTOTAL

SUB-JOB     000 SUBTOTAL                                                  1,526.18

C09896  010    899      199        2100                                       4.20
OBJ-DETAIL 199                                                                4.20

C09896  010    899      300        1000                                  -3,960.00
C09896  010    899      300        2100                                    -916.66
OBJ-DETAIL 300                                                           -4,876.66

ACTIVITY    899                                                          -4,872.46 SUBTOTAL

C09896  010    900      598        0521                                   8,626.81
OBJ-DETAIL 598                                                            8,626.81

ACTIVITY    900                                                           8,626.81 SUBTOTAL

SUB-JOB     010 SUBTOTAL                                                  3,754.35

C09896  011    899      199        2100                                       1.05
OBJ-DETAIL 199                                                                1.05

C09896  011    899      220        1010                                     372.60
OBJ-DETAIL 220                                                              372.60

C09896  011    899      299        1000                                 121,195.20 ***
OBJ-DETAIL 299                                                          121,195.20

C09896  011    899      300        1000                                   3,960.00
C09896  011    899      300        2100                                  -5,544.44
C09896  011    899      300        8019                                  35,325.03
OBJ-DETAIL 300                                                           33,740.59


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  04-30-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 04/27/91
                           FOR EXPENDITURE ACCOUNT C09896

                                             CREW   MSA                              
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        CURRENT        BALANCE TO
                                                            MONTH           DATE
--         ------ -------- ---------- ------ -----        -------        ----------
C09896     011    899      302        R                                    5,013.47
OBJ-DETAIL 302                                                             5,013.47

ACTIVITY   899                                                           160,322.91 SUBTOTAL

C09896     011    900      598        0521                                -8,626.81
OBJ-DETAIL 598                                                            -8,626.81

ACTIVITY   900                                                            -8,626.81 SUBTOTAL

C09896     011    901      001        0521                                     8.74
OBJ-DETAIL 001                                                                 8.74

ACTIVITY   901                                                                 8.74 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                  151,704.84

EA         C09896 TOTAL                                                  156,985.37


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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9896

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Columbia	DIVISION Oregon
DATE OF REPORT May 7, 1987	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BRS-A745(2)
COMPLETION DATE (Actual) June 26, 1985	ACCEPTANCE DATE BY CONRTACT AGENCY December 30, 1985	TIME ELAPSED 104 %	CONTRACT TIME 110 CD

LOCATION Bridge section of Kappler Road (FAS A-745) approximately 4 miles west of St. Helens in Columbia County

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:
   - A. Construction of roadbed grading, aggregate base, and asphalt concrete pavement.
   - B. Construction of Bridge No. 13701A across Milton Creek.
     Length: 100 feet Roadway Width: 28.0 feet
   - C. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: A. K. Lundmark & Son
3. Contract Amount: $135,594.33
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
MAY 28 '87
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ey
5/29

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

g

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William H. Kappus		SIGNATURE	
TITLE Area Engineer	DATE 5/26/87	TITLE District Engineer A	DATE 5/27/87

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

March 4, 1987
IN REPLY REFER TO
HA.1-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

NOTED
E. SCHWART

Oregon Project BRS-A745(2)
Milton Creek (Kappler Rd.) Bridge
Columbia County
Non-specification Concrete Sand

We have reviewed Mr. G. Wimer's February 3, 1987 letter concerning the non-specification concrete sand problem on the subject project.

We concur with Mr. Ralph Delaney's conclusion that the sand samples taken on December 5, 1984 are non-representative. Samples taken October 17, November 28, and December 27 met the sodium sulfate soundness requirements. The 28-day breaks on the 14.3 cubic yards of concrete represented by the December 5 samples averaged 5950 psi (3300 psi required by specifications). We therefore consider the 14.3 cubic yards of concrete in question eligible for Federal-aid participation at the normal project rate of 80%.

Sincerely yours,

for Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
OSHD (G. Wimer, Const)

RECEIVED
STATE HWY ENGR
MAR 4 '87
REFER TO
Pat Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

4896

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 7 4[illegible]	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Columbia
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 1	7-[illegible]-86	Project Number BRS-A745(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 1, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 177,706.00	$ 170,500.00
Federal funds	$ 142,164.00	$ 136,400.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of JUL, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon July 28, 1986

Federal-Aid Project No. BRS-A745(2)

Milton Creek (Kappler Road) Bridge Section
County Road
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure Br. #13701A (Sta. 8+00 to 12+30)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Temporary Concrete Barrier Reflect.	$20.00	75	$ 1,500.00	60	$ 1,200.00	
1"-0 Aggregate Base (See PA #1)	10.00	158.20	1,582.00	0	0.00	
Cl. "C" Asphalt Concrete	41.50	310	12,865.00	267.16	11,087.00	
Type 1 Fence (See PA #6)	4.00	341.25	1,365.00	0	0.00	
Furnish HP 10x42 Steel Piling	13.00	270	3,510.00	205	2,665.00	
SUBTOTAL			$20,822.00		$14,952.00	
					Decrease	$ 5,870.00
		Subtotal from previous Estimate of October 30, 1984				156,570.00
					Subtotal	$150,700.00
					Engineering	19,800.00
					Total	$170,500.00

Length of Project ------------------- 0.081 miles

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	County Funds
Structure	114	80%	$170,500.00	$136,400.00	$34,100.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09896
Prefix No.: C505-1907 P.E.
Prefix No.: C505-1009

DDB:me

1816

STATE COPY

TO BE COMPLETED BY FHWA 11-121	U.S. Department of Transportation **Federal Highway Administration** **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY COLUMBIA PROJECT NO. BRS-A745(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Milton Creek (Kappler Road) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-5-84	0.081

OTHER *(Specify)*

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT $ 177,706	FEDERAL FUNDS $ 142,164

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Agency)

By Gary A Potter

Manager, Program Section
(Title)

BXX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator NOV 1 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 30, 1984

FEDERAL AID PROJECT NO. BRS-A745(2)

MILTON CREEK (KAPPLER RD.) BRIDGE SECTION
COUNTY ROAD
COLUMBIA COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE (BR. #13701A)(Sta. 8+00 to Sta. 12+30)

Mobilization	Lump Sum	All	Lump Sum	$ 6,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,200.00
Temporary Signs	Sq. Ft.	77	5.00	385.00
Temporary Barricades	Each	4	50.00	200.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	75	20.00	1,500.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	1,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	1,500.00
General Excavation	Cu. Yd.	1,300	5.00	6,500.00
1"-0 Aggregate Base	Ton	850	10.00	8,500.00
Class "C" Asphalt Concrete	Ton	310	41.50	12,865.00
Guard Rail, Type 2A	Lin. Ft.	100	18.00	1,800.00
Guard Rail, Type 3	Lin. Ft.	100	32.00	3,200.00
Guard Rail Anchors, Type 1	Each	4	350.00	1,400.00
Rail End Pieces, Type C	Each	4	85.00	340.00
Extra for Asphalt Approaches	Each	4	225.00	900.00
Type 1 Fence	Lin. Ft.	750	4.00	3,000.00
Structure Excavation	Cu. Yd.	40	10.00	400.00
Special Wall Backfill	Cu. Yd.	20	20.00	400.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	3,500.00
Furnish HP10x42 Steel Piling	Lin. Ft.	270	13.00	3,510.00
Drive Steel Piles	Lin. Ft.	270	1.00	270.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	18,000.00
100-105' Deck Bulb Tee Prestressed Beams	Each	4	12,500.00	50,000.00
Reinforcement	Lump Sum	All	Lump Sum	4,500.00
Guard Rail Connections	Each	4	300.00	1,200.00
				$132,070.00

ANTICIPATED ITEMS

Temporary Erosion Control	All Required	$ 2,000.00
Roadside Seeding & Mulching	All Required	500.00
Order for Force Work No. 1	All Required	22,000.00
		$ 24,500.00
	SUBTOTAL	$156,570.00
	Engineering	21,136.00
	TOTAL	$177,706.00

Length of Structure ------------ 0.081 mile

Federal Funds (80%) ------------	$142,164.00
County Funds -------------------	35,542.00
TOTAL	$177,706.00

Group 1: 100%
Contract No. 9896
Prefix: 505-1907 P.E.
Prefix: 505-1009

WH:pf

January 30, 1986

CON 5
#9896

United Pacific Insurance Company
Bond Department
33405 8th Avenue
Federal Way, WA 98003

Contract. No. 9896 awarded to A.K. Lundmark & Son, Inc. for work on the Milton Creek Bridge on Kappler Road in Columbia County was completed on August 19, 1985, and accepted by the State Highway Division on December 30, 1985.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 5, 1986.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: A.K. Lundmark & Son, Inc.
30908 S. Wall Street
Colton, OR 97017

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

9896

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 30, 1985

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT:

Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9896, On Site Work Substantially Completed 6-26-85

All Work Completed 8-19-85

Project Milton Creek (Kappler Road) Bridge

Highway Kappler Road (FAS-A745)

County Columbia

Type of Work Garding, paving & structure

Contractor A. K. Lundmark & Son

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-30-86 - Surety letter written.

Noted
RWGormsen

RECEIVED
JAN 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

N

October 3, 1985

A. K. Lundmark & Son, Inc.
30908 S. Wall Street
Colton, OR 97017

CON 5

Re: Time Extension Request
Milton Creek (Kappler Road) Bridge
Contract No. 9896
FAP No. BRS-A745(2)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional four calendar days is granted for completion of phase "a" of the contract due to the work performed under Price Agreement No. 5.

A stop work order was in effect from January 26 to May 7, 1985. Therefore, the specified time of completion for phase "b" is extended from May 31 to June 26, 1985, the actual date of completion.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc:	C. O. Fredrickson	
	Al Harwood	w/att.
	OBEC	w/att.
	FHWA	w/att.
	Bruce Walton	

TE/205

GON

INTEROFFICE MEMO

KMOND
Administration Engineer

DATE: September 20, 1985

FR arion Craft

MARION CRAFT
Metro Region Construction Engineer

SUBJECT: MILTON CREEK (KAPPLER ROAD) BRIDGE
Kappler Road
Contract 9896

Attached is the contractor's request for time extension in which he is asking for an extension of the project from 110 calendar days to 117 calendar days, and the time extended from May 31, 1985, to June 26, 1985.

The contract has an award date of September 28, 1984, with a completion specified for 110 calendar days for all work except paving and guardrail, and all work to be done by May 31, 1985.

The Project Manager (Consultant), has listed an extra work item, Price Agreement 5, and the approval time as reason for a five day extension. He also recommends moving the completion date forward to coincide with job completion, based on the stop work order from January 26 to May 7.

I agree with this analysis and recommendation to grant a 5 calendar day extension and move the completion date to June 26, 1985.

10-3-85

W.E. Schwartz –

I concur with Region & Project Manager and recommend time extension of 4 calendar days for phase "a" due to work performed under P.A. 5 and an extension for phase "b" to June 26, 1985 due to a stopwork order issued on the project.

O.B. Jackmond

MC/gw
Attachment

1.9

RECEIVED
SEP 24 1985
CONSTRUCTION SECTION

CE__ CAE__
COE__ OM__
OE____
CA____
CAM____
EEO____
LS__ TC__
SA__ CC__
FE__ CP__
PQC____
QCS____
FILE____

OBEC #109-26

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Kappler Road Bridge
WEEK ENDING: 6-29-85
SECTION PREFIX: 505-1009
HIGHWAY: FAS-A745 Kappler Road
COUNTY: Columbia
NAME OF JOB: Milton Creek (KAPPLER ROAD) Bridge
KIND OF WORK: Grading, Paving, and Structure
CONTRACTOR: A. K. Lundmark & Son, Inc.
CONTRACT NUMBER: 9896
FEDERAL AID PROJECT NUMBER: BRS-A745 (2)
DATE OF CONTRACT: 9-28-84
DATE WORK STARTED: 11-5-84
ESTIMATED COMPLETION DATE: 5-31-85
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1
SPECIFIED WORK DAYS: N/A
WORK DAYS USED: N/A
SPECIFIED CALENDAR DAYS: 110
CALENDAR DAYS USED: 114
SPECIFIED COMPLETION DATE: 5-31-85
PERCENT OF TIME ELAPSED: 97.3%
PROJECT AUTHORIZATION: $ 152,736.95
EXCLUSIVE OF ENGINEERING: $ 140,625.65
ENGINEERING AUTHORIZATION: $ 22,975.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 141,525.65
ENGINEERING COST TO DATE: $ 22, 975.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ______%
PERCENT OF AUTHORIZATION: 100 %
DATE PROJECT WAS COMPLETED: 6-26-85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%		100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,300 CY	850 ton			310 ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,305 CY	1,007 ton			286 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13701A							
PERCENT	100%							

	WEATHER	Cal. ~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
6-23-85 SUNDAY	fair and warm	1		
MONDAY 24	"	1		
TUESDAY 25	"	1		
WEDNESDAY 26	"	1		PROJECT COMPLETED TODAY.
THURSDAY 27				
FRIDAY 28				
SATURDAY 29				

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JUL 02 1985
CONSTRUCTION SECTION
LS...... T......
SA...... C......
FE...... C......
PQC......
QCS......
FILE..........

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

6-23-85 SUNDAY	No work.
24 MONDAY	Arrow Bros. on job installing fuardrail connections to structure.
25 TUESDAY	Arrow Bros. on job installing guardrail connections to structure.
26 WEDNESDAY	Arrow Bros. completed guardrail connections and fencing. PROJECT COMPLETED THIS DAY.
27 THURSDAY	
28 FRIDAY	
29 SATURDAY	No work.

REMARKS

SIGNED Jerry E. Bishop LOCATION Eugene, OR

Jerry E. Bishop, Chief Constr. Eng.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F716

505-1907

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon

FEDERAL AID PROJECT NO. BHS-A745(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 7-25-83 To: 9-5-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$19,460.58	$19,460.58	80%	$15,568.46	$15,568.46	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 3-7-85 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Milton Creek (Kappler Road) Culvert Section **County Road in Columbia County**					
	Preliminary Engineering Type Code PE					
	State	All	Required		$ 3,410.58	
	OBEC				16,050.00	
	Total Participating Project Cost				19,460.58	
	Prepared based on Participating Costs as shown on the Federal Billing as of 3-17-85					
	AMOUNT CARRIED FORWARD					

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	505	1906	904	00	P	1			30,856.57	
	505	1906	905	00	P	1			676.75	
	505	1906	910	00	P	1			448.86	
	505	1906	915	00	P	1			400.52	
	505	1906	915	01	P	1			89.44	
	505	1906	918	00	P	1			5.76	
	505	1906	920	00	P	1			439.82	
	505	1906	921	00	P	1			864.16	
	505	1906	922	00	P	1			24.34	
	505	1906	923	00	P	1			57.40	
	505	1906	935	00	P	1			214.63	
			TOT		P1				35,162.29	
			** JOB TOTALS **				**	**	35,162.29	**
MILTON CR(KAPPLER)RD CULV	CONT NO		FA PROJ NOS BHS A745001 100							STATE
	~~505~~	~~1907~~	~~296~~	~~00~~	~~N~~	~~9~~	~~128.46CR~~	~~10,000.39CR~~	~~15,568.46CR~~	
	~~505~~	~~1907~~	~~298~~	~~00~~	~~N~~	~~9~~	~~128.46~~	~~10,000.39~~	~~15,568.46~~	
	505	1907	901	00	P	1		28.84	664.70	
	505	1907	904	00	P	1		9,750.00	16,050.00	
	505	1907	905	00	P	1		35.90	156.73	
	505	1907	913	00	P	1		28.66	28.66	
	505	1907	918	00	P	1			5.15	
	505	1907	920	00	P	1			75.08	
	505	1907	921	00	P	1		1,681.52	1,947.65	
	505	1907	922	00	P	1		24.56	33.56	
	505	1907	923	00	P	1		40.09	149.80	
	505	1907	932	00	P	1	18.29CR	61.28	61.28	
	505	1907	933	00	P	1			102.85	
	505	1907	937	00	P	1			185.12	
			TOT		P1		18.29CR	11,650.85	19,460.58	
			** JOB TOTALS **				18.29CR**	11,650.85 **	19,460.58	**
ROCK CK BR KEASEY RD #110	CONT NO 0000		X FA PROJ NOS RS A756001 100							STATE
	505	1934	296	00	N	9			32,961.41CR	
	505	1934	297	00	N	9			4,468.00	
	505	1934	298	00	N	9			28,493.41	
	505	1934	901	00	P	1			1,230.21	
	505	1934	903	00	P	1			4,200.00	
	505	1934	904	00	P	1			22,800.00	
	505	1934	905	00	P	1			770.86	
	505	1934	906	00	P	1			1,593.97	
	505	1934	911	00	P	1			129.26	
	505	1934	914	00	P	1			164.75	
	505	1934	920	00	P	1			125.26	
	505	1934	921	00	P	1			1,696.24	
	505	1934	922	00	P	1			30.27	
	505	1934	923	00	P	1			479.90	

001
BILLING NUMBER 40

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

04/18/85

PREFIX	GRP	FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
501-1973	1		BRS -0177-001 APPR-000								
502-1952	1	#	RS -[illegible]01 A[illegible]	10,799.12	12,261.09	12,246.68	88.18	10,799.12	10,799.12		
502-1963	1	#	PMS [illegible]01 [illegible]	1,602.12	1,602.12	1,602.12	100.00	1,602.12	1,602.12		
502-1970	1		RRS -A512-001 A[illegible]	1,800.00	270.34	270.34	90.00	243.31	243.31		
502-1976	1		RS [illegible]02 A[illegible]	12,781.00	157.14	157.14	88.15	138.52	138.52		
502-1979	1		RS [illegible]02 [illegible]	49,479.00	46.96	46.96	88.15	41.40	41.40		
503-1901	1	#	BRS [illegible]01 A[illegible]	27,758.18	34,709.23	34,697.73	80.00	27,758.18	27,758.18		
503-1902	1		RRS -[illegible]01 A[illegible]	6,030.00	754.66	754.66	90.00	679.19	679.19		
503-1904	1	#	RS [illegible]01 A[illegible]	19,940.22	22,145.29	22,613.09	88.18	19,940.22	19,940.22		
503-1906	1		BRS -[illegible]03 [illegible]	51,040.00	67,377.57	67,185.32	80.00	53,748.26	51,040.00	2,708.26 B	
503-1907	1		RRS -[illegible]01 A[illegible]	1,800.00	621.88	621.88	90.00	559.69	559.69		
503-1908	1		RS -[illegible]01 A[illegible]	45,830.00	29,060.10	28,990.53	88.15	25,555.15	25,555.15		
503-1909	1		RRS -[illegible]01 A[illegible]	1,800.00	2.81	2.81	90.00	2.53	2.53		
503-1910	1		RRS -[illegible]01 A[illegible]-133	1,800.00	2.81	2.81	90.00	2.53	2.53		
503-1911	1		RRP -A[illegible]10-001 A[illegible]	1,800.00			90.00				
504-1948	1	#	RS -[illegible]01 A[illegible]75	22,825.61	25,964.25	25,885.26	88.18	22,825.61	22,825.61		
504-1965	1		RS -[illegible]003 APPR-075	12,252.00	2,008.43	2,008.43	88.15	1,770.43	1,770.43		
504-1966	1		BRS -A736-002 A[illegible]118	26,520.00	564.06	564.06	80.00	451.25	451.25		
505-1901	1	#	BRS -A752-001 APPR-118	16,427.45	20,534.31	20,534.31	80.00	16,427.45	16,427.45		
505-1906	1		RS -[illegible]01 A[illegible]5	33,496.00	35,162.29	35,162.29	88.15	30,995.56	30,995.56		
505-1907	1	#	BHS -[illegible]001 A[illegible]114	15,568.46	19,460.58	19,460.58	80.00	15,568.46	15,568.46		
505-1934	1	#	RS -A[illegible]-001 APPR-075	28,493.41	33,220.72	33,220.72	85.77	28,493.41	28,493.41		
505-1998	1	#	BRS -A743-001 APPR-118	5,808.68	7,260.85	7,260.85	80.00	5,808.68	5,808.68		
506-1977	1		RS -A4[illegible]-001 APPR-075	18,510.00	13,803.37	13,803.37	88.15	12,167.67	12,167.67		
506-1979	1	#	RS -A426-001 APPR-075	13,513.97	15,488.67	15,330.66	88.15	13,513.97	13,513.97		
506-1984	1		HES -A431-001 APPR-141	16,610.00	12,366.77	12,214.91	90.00	10,993.42	10,993.42		

9896

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

December 27, 1984

In Reply Refer To
File No.:
10191
10172

ROBERT KING, Member
Columbia County Board of Commissioners
331 Courthouse
St. Helens, OR 97051

Subject: Kappler Rd. (Milton Creek) and
Chapman Slide Projects

On December 7, 1984, we received amended consultant agreements from OBEC covering engineering charges on the subject projects. These agreements had been signed by representatives of the County and OBEC and were forwarded to us for further approvals.

The amended agreements would categorize charges for engineering activities such as slope staking and field layout work prior to physical construction as preliminary engineering. We have determined, after discussions with the Oregon State Highway Division Construction Engineer and the Federal Highway Administration, that these activities must be included under the construction engineering function. There is no change from the long-standing FHWA rules and regulations regarding this matter.

Please contact me if you care to discuss this issue further.

Wayne Schulte
WAYNE SCHULTE
Federal Aid Specialist

WS:po

cc: Wally Palmateer - OBEC
Wayne Cobine

PROGRAM SECTION
MANAGER ✓ RESOURCE UNIT ------
FA UNIT PROGRAM UNIT ------
DEC 31 1984
REFER TO Harwell, Shultz & [illegible]
R/D ---- ACT ------ REPLY ------
DISC ---- INFO ---- FILE ✓

734-1850

November 7, 1984

A. K. Lundmark & Son, Inc.
30908 South Wall Street
Colton, OR 97017

CON 5

#9896

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9896 for work on the Milton Creek Bridge Section of Kappler Road in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: United Pacific Insurance Company
825 N. E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Company
Bond Department
33405 Eighth Avenue So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Mike Smith

cc Kay Turner

RECEIVED
OCT 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

CONTRACTOR'S REQUEST FOR SUBCONTRACT CONSENT

CONTRACT NO.

PROJECT NAME (SECTION): MILTON CREEK (KAPPLER ROAD) BRIDGE

PRIME CONTRACTOR'S NAME A.K. LYNDMARK & SON INC	COUNTY	PREFIX (COMPLETED BY HWY. DIV.)
ESTIMATED STARTING DATE OF THIS SUBCONTRACT WORK	ESTIMATED COMPLETION DATE OF THIS SUBCONTRACT WORK	F.A. NO. (COMPLETED BY HWY. DIV.)

SUBCONTRACTOR'S NAME AND ADDRESS

HARROW BROS
A.G.C. CENTER NO 310
9450 S.W. COMMERCE CIRCLE
WILSONVILLE OR 97070

PHONE: 682-2100
FEDERAL IRS NUMBER: 81-028[illegible]6929

SUB-SUBCONTRACTOR'S NAME AND ADDRESS

PHONE

FEDERAL IRS NUMBER

BID ITEM NO.'S	DESCRIPTION OF WORK TO BE SUBLET	QUANTITY	UNIT	UNIT PRICE	ACTUAL SUBCONTRACT AMOUNT
8	GEN. EXC	1300		4^{00}	5200^{00}
11	RAIL type 2A.	100		18^{00}	1800^{00}
12	RAIL type 3	100		32^{00}	3200^{00}
13	RAIL Anchors type 1	4		350^{00}	1400^{00}
14	RAIL ENDS type C	4		85^{00}	340^{00}
16	type 1 FENCE	750 -		4^{00}	3000^{00}

☐ SEE ATTACHMENT FOR ADDITIONAL DESCRIPTIONS OR REMARKS.

TOTAL AMOUNT OF THIS SUBCONTRACT $ TOTAL ON PAGE 2

THE APPLICABLE DOCUMENTS CHECKED BELOW ARE A PART OF THIS SUBCONTRACT

(ALL PROJECTS)

CONTRACT MINIMUM WAGE SCHEDULE ☐

MINORITY BUSINESS ENTERPRISE, MBE POLICY STATEMENT ☐

(ALL FEDERAL-AID PROJECTS)

REQUIRED CONTRACT PROVISIONS — F.A. CONSTRUCTION CONTRACTS (FORM PR-1273 "PINK SHEETS" INCLUDED IN SPECIAL PROVISIONS) ☐

(FEDERAL-AID PROJECTS WHEN SUBCONTRACTOR WILL RECEIVE OVER $10,000)

ON-SITE WORK FORCE AFFIRMATIVE ACTION REQUIREMENTS FOR WOMEN AND MINORITIES — SPECIAL PROVISIONS ☐

SUBCONTRACTOR'S CERTIFICATION OF NONDISCRIMINATION IN EMPLOYMENT (FORM 734-1735 INCLUDED IN SPECIAL PROVISIONS) ☐

(FEDERAL-AID PROJECTS WITH ON-THE-JOB TRAINING IF SUBCONTRACT WILL HAVE ON-THE-JOB TRAINING)

ON-THE-JOB TRAINING SPECIAL PROVISIONS ☐

I REQUEST THE HIGHWAY DIVISION'S CONSENT TO THIS SUBCONTRACT AND CERTIFY THAT THE ORGANIZATION WHICH WILL PERFORM THIS WORK IS EXPERIENCED AND THAT THE WORK WILL BE PERFORMED IN ACCORDANCE WITH THE MAIN CONTRACT TERMS.

JERRY LYNDMARK — PRIME CONTRACTOR'S REPRESENTATIVE
PRES. — TITLE
OCT 1, 1984 — DATE

THE INFORMATION BELOW IS COMPLETED BY THE HIGHWAY DIVISION

DISTRIBUTION AFTER CONSENT

- ☐ PRIME CONTRACTOR
- ☐ FHWA
- ☐ REGION
- ☐ PROJECT MANAGER
- ☐ LIAISON

CONSENT TO THIS SUBCONTRACT IS HEREBY GIVEN BY THE CONSTRUCTION ENGINEER.

THIS SUBCONTRACT NO. ____________ BRINGS THE TOTAL AMOUNT OF SUBCONTRACTED WORK, BASED ON CONTRACT AMOUNTS,

TO $ ____________ OR ______%

BY CONSTRUCTION OFFICE MANAGER .... DATE ....

734-1984 (10-83)

THE PRIME CONTRACTOR SUBMITS ORIGINAL AND TWO COPIES TO PROJECT MANAGER.

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

CONTRACTOR'S REQUEST FOR SUBCONTRACT CONSENT

RECEIVED
OCT 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PROJECT NAME (SECTION)			CONTRACT NO.
PRIME CONTRACTOR'S NAME		COUNTY	PREFIX (COMPLETED BY HWY. DIVISION)
ESTIMATED STARTING DATE OF THIS SUBCONTRACT WORK	ESTIMATED COMPLETION DATE OF THIS SUBCONTRACT WORK		F.A. NO. (COMPLETED BY HWY. DIV.)
SUBCONTRACTOR'S NAME AND ADDRESS		SUB-SUBCONTRACTOR'S NAME AND ADDRESS	
PHONE	FEDERAL IRS NUMBER	PHONE	FEDERAL IRS NUMBER

BID ITEM NO.'S	DESCRIPTION OF WORK TO BE SUBLET	QUANTITY	UNIT	UNIT PRICE	ACTUAL SUBCONTRACT AMOUNT
25	Rail Connections	4		295.00	2500.00

☐ SEE ATTACHMENT FOR ADDITIONAL DESCRIPTIONS OR REMARKS.

TOTAL AMOUNT OF THIS SUBCONTRACT $ 17,440.00

THE APPLICABLE DOCUMENTS CHECKED BELOW ARE A PART OF THIS SUBCONTRACT

(ALL PROJECTS)
- CONTRACT MINIMUM WAGE SCHEDULE ☐
- MINORITY BUSINESS ENTERPRISE, MBE POLICY STATEMENT ☐

(ALL FEDERAL-AID PROJECTS)
- REQUIRED CONTRACT PROVISIONS — F.A. CONSTRUCTION CONTRACTS (FORM PR-1273 "PINK SHEETS" INCLUDED IN SPECIAL PROVISIONS) ☐

(FEDERAL-AID PROJECTS WHEN SUBCONTRACTOR WILL RECEIVE OVER $10,000)
- ON-SITE WORK FORCE AFFIRMATIVE ACTION REQUIREMENTS FOR WOMEN AND MINORITIES — SPECIAL PROVISIONS ☐
- SUBCONTRACTOR'S CERTIFICATION OF NONDISCRIMINATION IN EMPLOYMENT (FORM 734-1735 INCLUDED IN SPECIAL PROVISIONS) ☐

(FEDERAL-AID PROJECTS WITH ON-THE-JOB TRAINING IF SUBCONTRACT WILL HAVE ON-THE-JOB TRAINING)
- ON-THE-JOB TRAINING SPECIAL PROVISIONS ☐

I REQUEST THE HIGHWAY DIVISION'S CONSENT TO THIS SUBCONTRACT AND CERTIFY THAT THE ORGANIZATION WHICH WILL PERFORM THIS WORK IS EXPERIENCED AND THAT THE WORK WILL BE PERFORMED IN ACCORDANCE WITH THE MAIN CONTRACT TERMS.

PRIME CONTRACTOR'S REPRESENTATIVE .... TITLE .... DATE ....

THE INFORMATION BELOW IS COMPLETED BY THE HIGHWAY DIVISION

DISTRIBUTION AFTER CONSENT
☐ PRIME CONTRACTOR
☐ FHWA
☐ REGION
☐ PROJECT MANAGER
☐ LIAISON

CONSENT TO THIS SUBCONTRACT IS HEREBY GIVEN BY THE CONSTRUCTION ENGINEER.

THIS SUBCONTRACT NO. ________ BRINGS THE TOTAL AMOUNT OF SUBCONTRACTED WORK, BASED ON CONTRACT AMOUNTS, TO $ ________ OR ____%

BY CONSTRUCTION OFFICE MANAGER .... DATE ....

734-1984 (10-83)

THE PRIME CONTRACTOR SUBMITS ORIGINAL AND TWO COPIES TO PROJECT MANAGER.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

October 26, 1984

In Reply Refer To
File No.:
10191

SANDY DILLARD, Member
Columbia County Board of Commissioners
331 Courthouse
St. Helens, OR 97051

Subject: Milton Creek (Kappler Rd.) Bridge

The construction contract for the subject project has been awarded and work has recently begun. We have noted that the consultant agreement between OBEC and the County for construction engineering on the project covers costs up to $22,935. We would like to remind you that Federal Highway Administration participation for all construction engineering is limited to 15 percent of the contract cost or $20,200. Any engineering costs in excess of that amount must be borne by the County

Based on previous experiences, we assume that State engineering personnel will also charge about $4,000 to the project for monitoring, laboratory tests, and final checking of quantities and costs. These charges, of course, are not reflected in the consultant's fees.

The purpose of this letter is to advise you at the outset of the job that engineering expenditures should be followed closely. Feel free to call me if you have questions related to the project financing.

Wayne Schulte
WAYNE SCHULTE
Federal Aid Specialist

WS:po

cc: Wally Palmeteer - OBEC
Mike Schultz - OSHD
Mike Smith - OSHD

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 29 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-1850

HIGHWAY DIVISION PRO

Wayne Schulte
Metro/Region Federal Aid Specialist

October 23, 1984

Gary A. Potter, Manager
Program Section

OBEC Consultant Agreement
Milton Cr. (Kappler Rd.) Br.

OBEC submitted a consultant agreement with a fee of $23,000 for construction engineering on the subject project. Federal participation for construction engineering is limited to 15% of the contract cost or $20,200. All engineering cost in excess of $20,200 will be 100% County cost. We can anticipate an additional $4,000 in State engineering costs that are not reflected in the consultant's fees.

Please advise OBEC and the County of our concern.

MKS:pf

7216

UNITED STATES NATIONAL BANK OF OREGON
International Banking Division
P. O. Box 4412, Portland, Oregon 97208

Telex No.: 360540 USNB INTL PTL
Cable Address: UNITBANK

IRREVOCABLE STANDBY LETTER OF CREDIT

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

DATE October 22, 1984
NUMBER **S-** 06975
AMOUNT US$31,800.00**US Dollars

GENTLEMEN:

We hereby authorize you to draw
on UNITED STATES NATIONAL BANK OF OREGON, PORTLAND, OREGON
for account of Columbia County
Columbia Country Courthouse
St. Helens, Oregon 97051
up to an aggregate amount of Thirty One Thousand Eight Hundred US Dollars

available by your draft at SIGHT
accompanied by the following documents:

A signed statement from the beneficiary stating the following:
"We certify that the amount drawn represents Columbia County's share due to the Department of Transportation for construction costs on the Milton Creek (Kappler Road) Bridge in Columbia County project Number BRS-A745(2) and that Columbia County has failed to pay the share due."

Drafts must be drawn, negotiated and presented at this office on or before August 1, 1985

Each draft must state that it is "Drawn under United States National Bank of Oregon, Portland, Oregon Irrevocable Standby Letter of Credit No. **S-** 06975

We hereby engage with you that drafts drawn and/or documents presented under and in compliance with the terms of this Irrevocable Standby Letter of Credit will be duly honored upon presentation to us.

Subject to Uniform Customs and Practice for Documentary Credits (1983 Revision), International Chamber of Commerce, Publication No. 400.

UNITED STATES NATIONAL BANK OF OREGON

David E Erickson
Authorized Signature

This credit is subject to the "Uniform Customs and Practice for Documentary Credits" (1974 Revision) International Chamber of Commerce Publication No. 290.

16-3958 3/81

September 28, 1984

PRO

Sandy Dillard, Member
Columbia County Board of Commissioners
331 Courthouse
St. Helens, OR 97051

Subject: Milton Creek (Kappler Road) Bridge
Columbia County
Project #BRS-A745(2)

On September 27, 1984, the Highway Division received a satisfactory bid from A.K. Lundmark & Son, Inc., 30908 S. Wall Street, Colton, Oregon, 97017, for the subject project.

This is a Highway Bridge Replacement (HBR) Project and as per our Agreement No. 7901 the County is requested to deposit their share of the project cost as computed below:

Contractor's Bid	$132,070.00
Anticipated Items	2,500.00
SUBTOTAL	$134,570.00
Contingencies (4-1/2%)	6,055.65
Engineering (9%)	12,111.30
Total Const. Cost	$152,736.95
Total P.E. Cost	25,350.00
SUBTOTAL	$178,086.95
Less Federal Funds (80%)	(142,469.56)
Less County's Previous Advance Deposit	(3,860.00)
COUNTY'S SHARE & ADVANCE DEPOSIT	$ 31,800.00

We will award the contract when we receive your advance deposit in the amount of $31,800, which should arrive no later than October 19, 1984. You may use one of the three options for payment described in the attachment.

Very Truly Yours,

Gary A. Potter, Manager
Program Section

MKS:me
Attachment
bcc: w/AD #84-103 Wayne Schulte, Metro Region
Vern Skoog - Please return completed AD #84-103 when advance deposit is received.

SC

U. S. DEPARTMENT OF TRANSPOR   TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A745(2)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Columbia

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

9-11-8

4. PROGRAM NO.
5. ITEM NO. 30153

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 13'84
REFER TO Potter
FOR

Orig to
9/13

7. DATE AUTHORIZATION EFFECTIVE 9-5-84
8. FEDERAL ROUTE NUMBER Secondary A745
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Milton Creek (Kappler Rd) Br. #13701A

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 9-4-84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $175,000 Federal Funds $140,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. J. B. Boyd dated 8-22-84 that provisions of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 9/11/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE FOR DIVISION ADMINISTRATOR

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A745(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Columbia

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30153

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 30 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ [✓ FILE] ___

7. DATE AUTHORIZATION EFFECTIVE 8-23-84

8. FEDERAL ROUTE NUMBER Secondary A745

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Milton Creek (Kappler Rd.) BR. #13701A

11. GENERAL DESCRIPTION OF WORK
Excavate and dispose of existing roadway embankment, remove existing culverts and remove existing concrete.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON Columbia County FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 8-15-84 you are authorized to proceed with the necessary work estimated to be $22,000 Federal Funds $17,600 as being cost effective.

PS&E documents, as represented by Columbia County Force Order #1, have been reviewed together with attachments and are hereby approved.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

Also, as requested, you are authorized to proceed with Construction Engineering by State Force at a TEC of $220 Federal Funds $176.

The above authorization is with the understanding that all work will be accomplished within the right-of-way limits of the highway. Any work outside of the right-of-way limits will require advance approval of this office.

RECEIVED
STATE HWY ENGR
AUG 30 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

JMG 9/4

14. DATE 8/29/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossmer

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9896

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

August 23, 1984

In Reply Refer To
File No.:
10191
505-1907

SANDY DILLARD, Member
Columbia County Board of Commissioners
331 Courthouse
St. Helens, OR 97051

Subject: Milton Creek (Kappler Road) Bridge Section

This is to confirm that on August 23, 1984, the FHWA approved the removal of existing culverts and roadway embankment under terms of Order for Force Work #1. Please be reminded that only work performed after August 23 is eligible for federal reimbursement.

The removal work must be completed by September 15, 1984.

Wayne Schulte
WAYNE SCHULTE
Federal Aid Specialist

WS:po

cc: Joe Gaither

8/24/84
xc: MIKE SHULTZ ✓

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 24 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

OREGON STATE HIGHWAY DIVISION 8-21-84 Highway # 505
120 DOT Building Columbia Co.
Salem, Oregon 97310

Attention: Right-of-way Section

Subject: Federal Aid Project No. BHS-A745(1) Prefix 5-8238

Project Name Milton Creek (Kappler Rd) Culverts

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at St Helens, Oregon, this 21 day of August, 1984

County of Columbia

Robert L King
County Judge/Chairman

Robert M Hunt
Commissioner

Max W. Dillard
Commissioner

Certified By:

Kenneth Raefe
Regional Right-of-Way Supervisor
Date 8-21-84

Instructions: Complete A or B and C.
R/W File No.

RIGHT OF WAY ADMINISTRATION
RECEIVED
AUG 22 1984
☐ M ☐ AM ☐ ADM ☐ RBH ☐ CA ☐ ES
☐ PMS ☐ AS ☐ CE ☐ OS ☐ TA ☐ RU
☐ 0 ☐ 1 ☐ 2 3 4 F

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

August 21, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon BRS-A745(2)
Milton Creek (Kappler Road) Culverts
Columbia County

By letter dated August 15, 1984 Mr. Potter has requested confirmation of our verbal approval to perform embankment and culvert removal by County forces. Mr. Lowe's verbal approval was based on the assumption that all work would be performed within existing right-of-way. This project was not advertised for the July 26, 1984 bid opening because right-of-way was not clear.

The plan sheet attached to State Force Order No. 1 shows that portions of the existing culverts and embankment were constructed on easement property. We are prepared to authorize removal work upon receipt of your certification that a current easement or permit of entry has been obtained for all of the proposed work.

Sincerely yours,

Christianson
Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)

NOTED
E. S. HUNTER
8-24-84
Boyd - Pls
handle
ESH

RECEIVED
STAT HWY ENGR
AUG 22 '84
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 15, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Force Order No. 1
Item No. 30153
Project No. BRS-A745(2)
Milton Creek (Kappler Road) Bridge Sec.
Columbia County

I am submitting three copies of an "Order for Force Work," to be performed by County forces and equipmental rental, covering the culvert removal construction phase of the subject project for which I request your approval and authorization to proceed at an estimated total cost of $22,000 with Federal funds of $17,600. Reimbursement will be claimed on actual cost basis.

This request is based on the fact that work is restricted within the stream bed between September 15, 1984 and July 1, 1985. A County crew is available to do this work immediately and I believe it is cost effective for they can accomplish the removal work within the work area prior to September 15. This will allow the project, once the right-of-way is acquired, to go to bid and construction begin in late 1984 or early 1985.

I further request confirmation of Mr. Lowe's verbal authorization to proceed with the work by County Forces effective August 2, 1984.

JLG:me
Attachments
cc: M.K. Shultz
General Files

9576

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Memo to the File

DATE: August 2, 1984

FROM: Wayne F. Cobine
Federal Aid Engineer

SUBJECT: Milton Creek (Kappler Rd.) Culverts
Kappler Road
Columbia County

This date (8/2/84) I discussed the subject project with Tom Lowe, Area Engineer, FHWA and in particular the removal of the existing culverts.

He gave verbal authorization to proceed with County forces to remove the existing culverts as being in public interest at this time to eliminate delays to the contractor upon award later this year because of work restrictions in the stream.

Region to submit SFO for approval with documentation.

WFC:bkb

cc: Federal Aid
✓ M.K. Shultz
Metro Region

PROGRAM SECTION
MANAGER ____ PROJECT UNIT ____
AUG 3 1984
MAN. ASSIST. ____ PROGRAM UNIT ____
REFER TO ____
FOR ____

81-125-1307

AGR

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Rolfe
Region 1 R/W Supervisor

DATE: July 13, 1984

FROM: Adele L. Egan, Supervisor
Right of Way Office Unit

SUBJECT: AGR 250
Milton Cr. (Kappler Road) Culverts
Columbia County

MISC. CONTRACTS and
AGREEMENTS No. 7901

We have the signed Services Agreement for this project.

Your letter of June 27 states you have been using the prefix 5-8238-199 for job charges. We can use our full series for charges on this job and do not need to use just 199 which is work done for others.

AE
mp

cc: Ed Hardt, w/c
Finance, w/c
Comm. Serv., w/orig.
Local Gov't Programs, w/c
Title, w/c
Don Aman, w/c

81-123-1367

1876

Section Milton Creek ([illegible]pper Rd) Br. Sec Progra[illegible]ing Estimate $
Highway Keppler Road (FAS A745) / Project Length —
County Columbia Completion Time {1402 Days except [illegible] All work by [illegible]
Kind of Work Grading, paving and structure Est. Comp. Date May 31 [illegible]
Prefix 505-1907-921 Letting Date July 26, 19[illegible] Project No. BRS-A745(2)

Received 11:00 AM
6-28-84
eL.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 168,420.00

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	2,000.00	
State Furnished ______		
Roadside Seeding & Mulching	500.00	$ 2,500.00
Asphalt Cement Adjustment.		
On the Job Trainees ($0.80 x ____ hrs)		
State Responsibility for Damages.		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
______		
______		
______		
Adjust Utilities:		
______		
______		
Subtotal		$ 170,920.00
Contingencies (4-1/2%)		7,691.40
Engineering (~~8~~, 9, ~~12~~)		15,382.80
Subtotal		$ 193,994.20
Credit for ______		—
Estimated Net Authorization, Construction		$ 193,994.20

APPROVED

______
Road Design Engineer

Rev. 11/81

PRELIMINARY ENGINEER'S ESTIMATE 5-22-84

Milton Creek (K pler Road) Bridge Section
Grading, Paving and Structure

5-29-84
6-25-84

BID SCHEDULE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
1.	Mobilization	Lump Sum	All	Lump Sum	$ 12,000.
2.	Temporary Protection & Direction of Traffic	Lump Sum	All	Lump Sum	$ 1,000.
3.	Temporary Signs	Sq.Ft.	77	$ 10.00	$ 770.
4.	Temporary Barricades, Type III	Each	4	$ 75.00	$ 300.
	Temporary Concrete Barrier	[illegible]			
ROADWORK					
5.	Clearing and Grubbing	Lump Sum	All	Lump Sum	$ 1,000.
6.	Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	$ 3,000.
7.	General Excavation	Cu.Yd.	4500	$ 5.00	$ 22,500.
8.	1"-0 Aggregate Base	Ton	850	$ 8.00	$ 6,800.
9.	Class "C" Asphalt Concrete	Ton	310	$ 35.00	$ 10,850.
10.	Guard Rail, Type 2A	Lin. Ft.	100	$ 15.00	$ 1,500.
11.	Guard Rail, Type 3	Lin.Ft.	100	$ 25.00	$ 2,500.
12.	Guard Rail Anchors, Type 1	Each	4	$ 300.00	$ 1,200.
13.	Rail End Pieces, Type C	Each	4	$ 75.00	$ 300.

Milton Creek (K[illegible]ppler Road) Bridge Section
Grading, Paving and Structure

No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
14.	Extra for Asphalt Approaches	Each	4	$ 250.00	$ 1,000.
15.	Type 1 Fence	L.F.	750	$ 3.00	$ 2,250.
STRUCTURE					
16.	Culvert Removal Work	Lump Sum	All	Lump Sum	$ 6,000.
17.	Structure Excavation	Cu.Yd.	40	$ 8.00	$ 320.
18.	Special Wall Backfill	Cu.Yd.	20	$ 10.00	$ 200.
19.	Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	6,500 $ ~~5,000.~~
20.	Furnish HP10x42 Steel Piling	Lin.Ft.	270	18.00 $ ~~15.00~~	4,860 $ ~~4,050.~~
21.	Drive Steel Piles	Lin.Ft.	270	$ 1.00	$ 270.
22.	Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	$ 16,250.
23.	100-105' Deck Bulb Tee Prestressed Beams	Each	4	$ 15,200.00	$ 60,800.
24.	Reinforcement	Lump Sum	All	Lump Sum	$ 4,500.
25.	Guard Rail Connections	Each	4	$ 250.00	$ 1,000.

TOTAL AMOUNT OF BID $ ~~165,350.00~~

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: June 22, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Gary A. Potter

From: Gary A. Potter, Manager
Program Section

Subject: Study Report
Item No. 30153
Project No. BRS-A745(2)
Milton Cr. (Kappler Rd.) Bridge Sec.
Kappler County Road
Columbia County

In response to your letter (HFO.6-OR) of June 6, enclosed is a copy of the "Preliminary Report and Hydraulic Study" prepared by OBEC Consulting Engineer for the subject project. Also, attached is a copy of a letter from Walter J. Hart, Bridge Engineer, recommending replacement of the twin culvert with a bridge.

The preliminary report and letter from Mr. Hart should provide the answers about the most reasonable and cost-effective solution. I further request your approval to proceed with a structure.

JLG:me
Encl.
cc: E.L. Hardt (M-Region)
W. Schulte (M-Region)
General Files

1/96

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

June 6, 1984
IN REPLY REFER TO
HFO.6-OR

NOTED
E. S. HUNTER

RECEIVED
ASST STATE HWY ENGR
JUN 7 '84
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon BRS-A745(2)
Milton Creek (Kappler Road) Section
Columbia County
Item No. 30153

The PR-1 Forms submitted by Mr. Potter on May 23, 1984, have been reviewed. Based on our field review of this site we believe repair of the existing culvert would be a reasonable and cost-effective solution. We have approved the construction funding subject to preparation of an alternate design and estimate covering repair of the existing installation.

Sincerely yours,

G. K. [illegible]
for Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)
OSHD (E L Hardt)
OSHD (W Schulte)

RECEIVED
TECHNICAL SERVICES
JUN 8 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7 8 16

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Gary A. Potter, Manager
Program Section

DATE: May 31, 1984

FROM: Ed Marges E Marges
Agreement Specialist

SUBJECT: Consultant Contract
Milton Creek Bridge-HBR
Columbia County-OBEC

MISC. CONTRACTS and
AGREEMENTS No 10,6[illegible]

The attached consultant agreement has received the required pre-award audit evaluation and the external Audit Unit has recommended their approval.

I have reviewed the agreement and found it in order and recommend your concurrence.

Under "Certification Acceptance" this agreement does not require prior approval from the FHWA.

Please sign all 3 copies and return them to me for distribution. ✓

EDM:pf
Attachments

Sent to region for distribution 6/7/84 EM

Wayne - Ed
Shouldn't the typo on page 5, ¶ #3 3rd Sentence (I marked in pencil) be corrected? & signed off on by the parties. At least I think it's a typo.
GP

PROGRAM SECTION
MANAGER GP PROJECT UNIT ✓
[illegible] ASST. ______ PROGRAM [illegible] ______
REFER TO Ed M
FOR ______

I belive Gary's Correct. Make correction and advise all parties.
Wayne

done EM

81-125-1387

7476

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter
Manager, Program Section

DATE: May 25, 1984 PRO

FROM: Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Consultant Contract
Milton Creek Bridge-Kappler Road
Columbia County and OBEC

I have reviewed the draft agreement for construction engineering work on the subject project. The provisions of the draft are in keeping with the makeup of the proposed project, and I have no comments.

The consultant's cost estimate for the work is consistent with the character and size of the project. I would call attention to the fact the consultant's cost plus state liaison and any Highway lab testing will push the construction engineerint to near the 15 percent FHWA ceiling. ✓

WJH:jrb

CALLED Schultz TOLD HIM THE 15% ENG. LIMIT WAS NEAR.

PROGRAM SECTION
MANAGER GP PROJECT UNIT ✓
MAY 29 1984
MAN. ASSIST. ____ PROGRAM UNIT ____
REFER TO Hayes & Shultz
FOR T.A.

Make sure Metro & Columbia County are aware of the 15% limitation on P.E.

81-125-1387

135,000

9896

PROJECT PROSPECTUS
PART 4 - URVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Columbia County

SECTION
Milton Creek ~~Arch Culverts, Kappler Road~~ (Kappler Road) Culvert

REGION
Metro

A745 SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 505-1907

DATE May 25, 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 500	$ 500	915 AUDITS	$ 300	$ 300	933 SURFACE DESIGN	$ 500	$ 500
902 CITIZEN'S INVOLVEMENT	—	--	916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	—	--	918 LOCATION			935 SOILS	500	500
904 CONSULTANT	10,000	10,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	--	--
905 FINAL DESIGN	500	500	920 PROGRAM MANAGEMENT	300	300	937 HYDRAULICS	200	200
906 BRIDGE DESIGN			921 SPECIFICATIONS	2,500	2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	1,000	1,000	923 ENVIRONMENTAL SECTION	200	200	950 TRAINING	--	
910 REGION GEOLOGIST	1,500	1,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE	--	—
911 TRAFFIC SECTION	200	200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	--		980 PUBLIC HEARING	--	
913 RIGHT-OF-WAY LIAISON	300	300	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	100	100	932 RAILROAD & UTILITIES	200	200			

TOTALS	$ 18,900	$ 18,900
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BHS-A745(1)

LOCATION ENGINEER'S REMARKS

A consultant will perform the preliminary engineering. The State will monitor, perform soi investigation, acquire right-of-way, and complete PS&E.

1 Versteeg
Anderson Cy
2 Adams
Macnab Cy
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig Cy
5 Molly

RECEIVED
AUG 19 1983
ROAD DESIGN SECTION

Cy to Lyle

Do Not File ☐
Return To
Bring Up ..../..../....
Action

Approved By Hwy Eng'r 6-2-83 $60,000 HBR

PREPARED BY	DATE 5/27/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X for	DATE 8-5-83
RECOMMENDED, REGION ENGINEER X	DATE 6-1-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 8/5/83
RECOMMENDED, LOCATION ENGINEER X	DATE 8/4/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-25-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

Plan #101

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Milton Creek Arch Culverts			REGION Metro
STATE HIGHWAY # N/A	HIGHWAY NAME N/A	MILE POST FROM TO	LENGTH 0.1 mi.
☐ URBAN ☒ RURAL	CITY N/A	COUNTY Columbia	ROAD/STREET NAME Kappler Road
ROUTE # N/A	FEDERAL AID # FAS A745	APPLICANT (IF OTHER THAN STATE) Columbia County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 19	GRADING (✓)	✓	FILES (#)	2
RIGHT OF WAY		$ 3	PAVING (✓)	✓	ACRES (#)	<1
ROADWAY	$ 16		STRUCTURES (✓)	✓	RELOCATIONS (#)	0
STRUCTURES	$ 26		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	C
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	C
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	C
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 12		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 54	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 76				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HBR (On-System)	RECOMMENDED PROGRAM YEAR FY 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	515	-
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

Kappler Road has been closed because twin arch culverts at Milton Creek have collapsed. The cause of the collapsed pipes is unknown at this time.

PROPOSED SOLUTION

Repair the existing arch culverts and widen the roadway section to two 12-foot travel lanes with six foot unpaved shoulders.

REQUESTED, REGION ENGINEER X	DATE 6-1-83			
APPROVED, ASST. HWY. ENG FOR OPERATIONS X	DATE			
APPROVED, ASST HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP COMM APPROVAL DATE Hwy Eng's 6-2-83	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Milton Creek Arch Culverts, Kappler Road

REGION
Metro

PROJECT JUSTIFICATION

Columbia County has requested the HBR Funds to repair the Milton Creek arch culverts on Kappler Road. The culverts have collapsed and Columbia County has closed Kappler Road until the culverts can be replaced or repaired.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION A SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Milton Creek Arch Culverts, Kappler Road

REGION: Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N
RECONNAISSANCE SURVEY	E	DETOUR	E	BORROW SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	S
SOILS Base & PH INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N	▨	

PERMITS AND DOCUMENTS

AIRPORT CLEARANCE	N	WETLANDS	N
CONDITIONAL USE	N	SENSITIVE LAND	N
FLOOD PLAIN	N	CULTURAL RESOURCE	N
CORPS OF ENGINEERS	~~N~~ C	DEQ INDIRECT SOURCE	N
COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
STATE LANDS	~~N~~ S-C	SECTION 106	N
GEOLOGY AND MINERALS	N	NOISE STUDY	N
BUILDING	N	SECTION 4(F)	N
SIGNALS	N	OLD (#) 0	NEW (#) 0
UTILITIES	C	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

COMPANIES
Power: P.G.E.
Water: McNulty Water Dist.
Telephone: Pacific NW Bell
Gas: Northwest Natural Gas

DESIGN SPEED: 55

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
--	--	--	--	4'	--	--	10'	--	10'	--	--	4'	--	--	--	--
--	--	--	--	6'	--	--	12'	--	12'	--	--	6'	--	--	--	--

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 2/4/83

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Milton Creek Arch Culverts, Kappler Rd, Columbia Co.

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

The existing 100-ft culverts extend beyond the 40-ft existing recorded right-of-way. This minor amount of right-of-way will be acquired under the project. The property is rural riparian woodland.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No significant impacts.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The existing road is blocked because of the collapsed culvert. Normal traffic would be restored to the road, eliminating a 3-mile detour.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Milton Creek supports significant anadromous fish populations and native cutthroat. The portion bordering the project is overhung by riparian woodland vegetation. Construction will be coordinated with the Oregon Fish and Game Department to minimize impacts on the stream and on the fish populations. In-stream construction activities will take place only during low flow periods.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No significant impacts.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Stream turbidity, preservation of riparian habitat and fish protection, as noted above.

RECOMMENDED PROJECT CLASSIFICATION

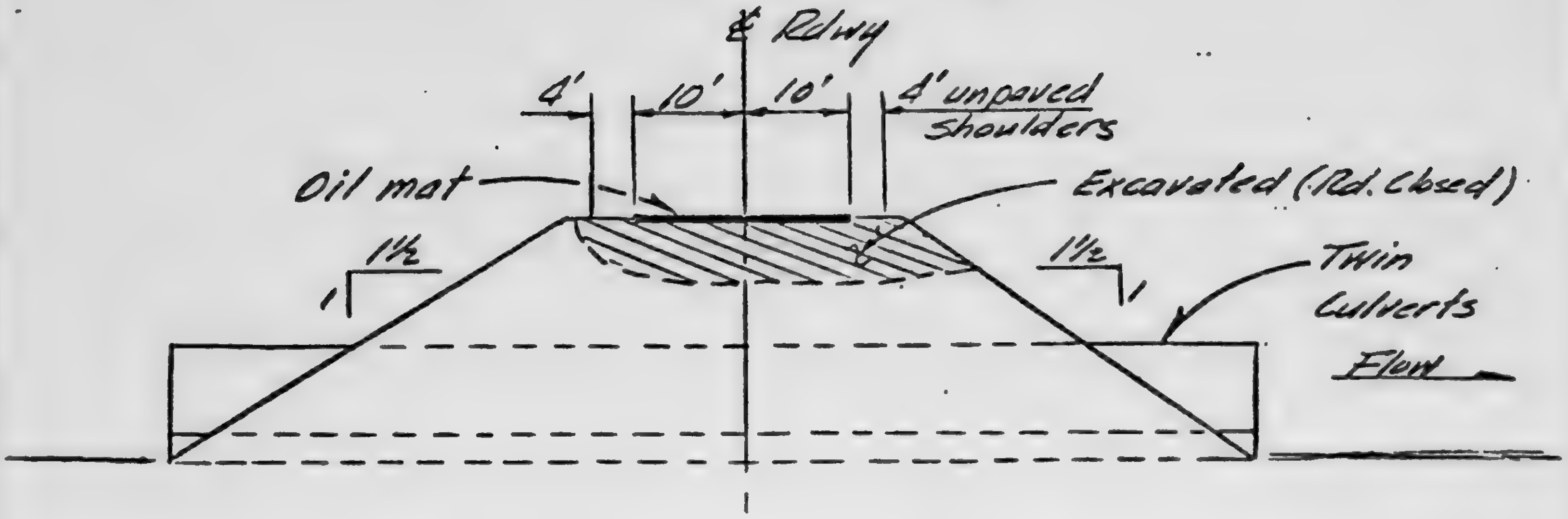
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

This project is a Categorical Exclusion, as defined in 23 CFR 771.115.

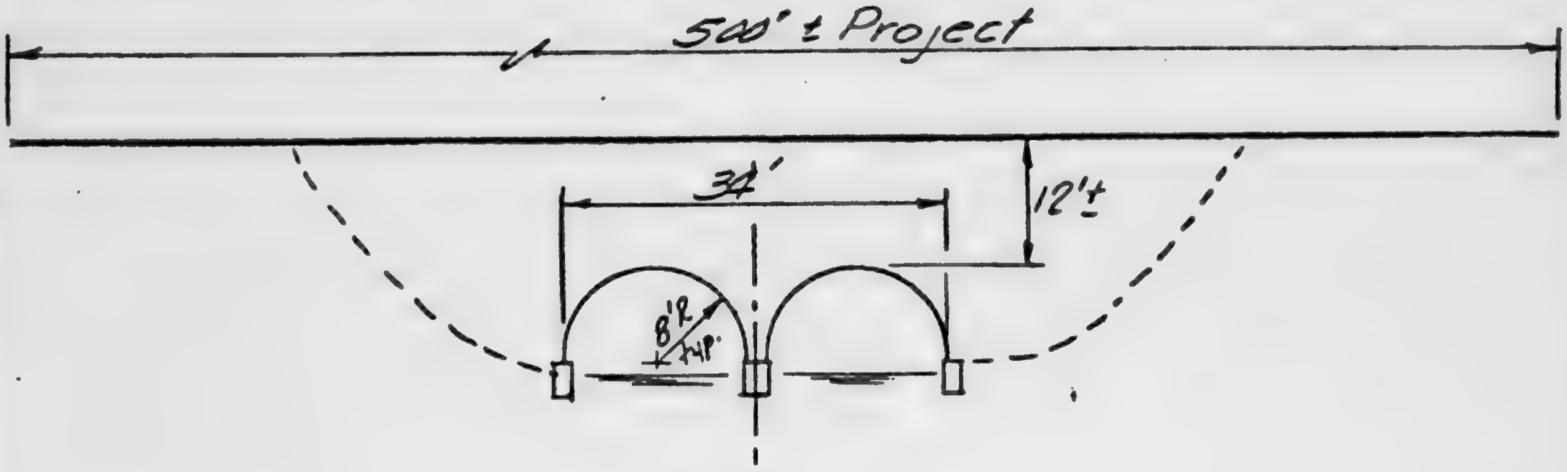
OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Craig Markham	653-3222	

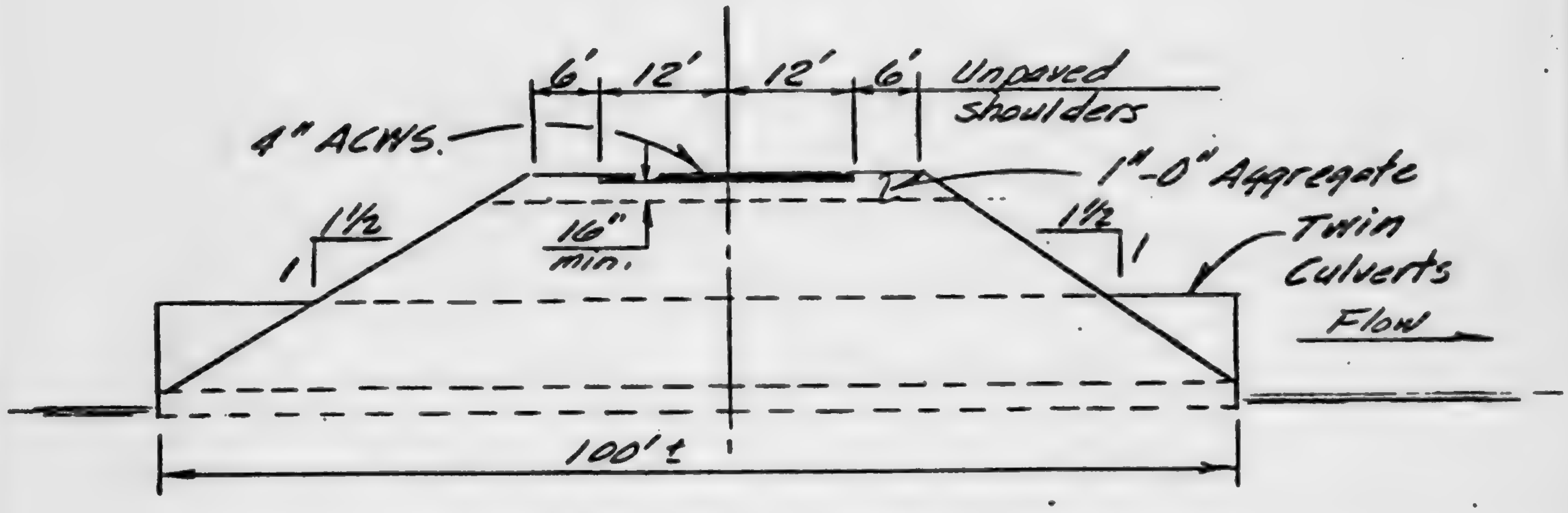
734-1313 (7-82)


℄ Rdwy
4'
10'
10'
4' unpaved shoulders
Oil mat
Excavated (Rd. Closed)
1½
1
1½
1
Twin Culverts
Flow

EXISTING ROADWAY SECTION

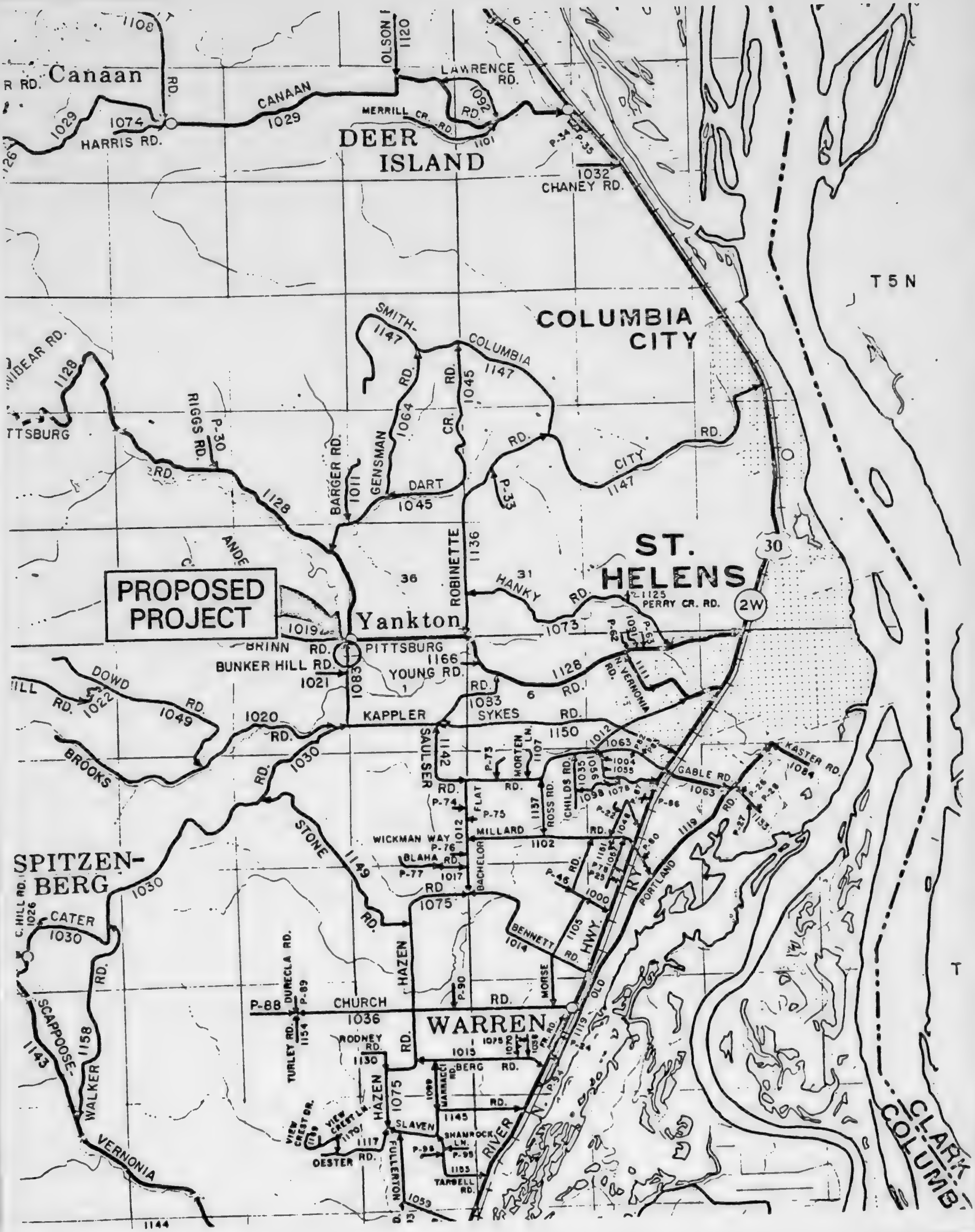

500' ± Project
34'
12'±
8'R
7'4P.

ELEVATION


6'
12'
12'
6'
Unpaved shoulders
4" ACWS.
1"-0" Aggregate
16" min.
1½
1
1½
1
Twin Culverts
Flow
100'±

NEW ROADWAY SECTION

KAPPLER ROAD
CULVERT RECONST.
Columbia County



PROPOSED PROJECT
Canaan
DEER ISLAND
COLUMBIA CITY
ST. HELENS
Yankton
SPITZEN-BERG
WARREN
T5N
30
2W
CANAAN 1029
LAWRENCE RD.
OLSON 1120
MERRILL CR. RD.
HARRIS RD.
1074
1032 CHANEY RD.
SMITH-COLUMBIA 1147
CITY 1147 RD.
RIGGS RD. P-30
BARGER RD.
GENSMAN 1064 RD.
CR. 1045 RD.
DART 1045
ROBINETTE 1136
HANKY RD. 1073
1125 PERRY CR. RD.
PITTSBURG 1166
BRINN RD.
1019
BUNKER HILL RD.
1021
1083
YOUNG RD.
1128
DOWD RD. 1049
KAPPLER
SYKES RD.
1033
1150
BROOKS
1020 RD.
1030
STONE 1149
SAULSER 1142
FLAT
MILLARD 1102
WICKMAN WAY
BLAHA RD.
BACHELOR
ROSS RD.
CHILDS RD.
GABLE RD. 1063
KASTER RD. 1084
VERNONIA
PORTLAND
HWY.
BENNETT RD. 1014
MORSE
HAZEN RD.
1075
CHURCH RD. 1036
P-88
DURECLA RD.
TURLEY RD. 1154
RODNEY RD. 1130
BERG RD. 1015
HAZEN 1075
SLAVEN 1145
SHAMROCK LN.
TARBELL RD.
DESTER RD.
FULLERTON
VIEW CREST DR.
CATER 1030
C. HILL RD. 1026
SCAPPOOSE-VERNONIA
WALKER RD. 1158
1143
1144
RIVER
CLARK
COLUMB

7/16

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: May 23, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30153
Project No. BRS-A745(2)
Milton Cr. (Kappler Rd.) Bridge Sec.
County Road
Columbia County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 28, 1984.

A copy of the State Clearinghouse review conclusions was previously forwarded.

DRH:bkb
Attachments
cc: E.L. Hardt (Metro)
Wayne Schulte (Metro)
Karen Bunk (Metro)
Michael Shultz w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval E

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

May 23, 1984

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTME
BUREAU

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 3 mi. W of St. Helens 21 65	ADT	PRESENT 520	FUTURE ---- (66) (70)	YEAR ---- (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) BRS-	NUMBER A745	SEQ. NO. (2)

CARD	CLASS OF FEDERAL FUNDS Bridge Replacement (20% Off-System/On-System)	COUNTY NAME Columbia		CODE 009 (14) (16)
	NAME OF URBAN AREA 17-21 ---	ROUTE NO. S	FEDERAL-AID A745 (32)	STATE Co. Rd. (36) (37)	U.S. --- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS County
1	(16-18)	(19)	41	42	43 46	53		(54) (58)	(60) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X081	(08)	"Milton Cr. (Kappler Rd.) Br. Sec."	0.081	175,000	140,000		35,000
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.081	175,000	140,000		35,000
1	14	PROGRAM APPROVAL DATES 10-1-83 7-15-83							(18) (23)	(24) (33)		

REMARKS
Additional Data: Item No. 30153; Projec
No. BHS-A745(1).

Key #01820

USCOMM D

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

o.

FORM PR-1
(REV. 4-61)

May 23, 1984

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Approx. 3 mi. W of St. Helens		520	----	----	10	Oregon	41	114	30153

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Bridge								BRS-	A745	(2)		

AL FUNDS: Bridge Replacement (20% Off-System/On-System)

COUNTY NAME: Columbia — CODE: 009

AREA: ---

ROUTE NO.: S — FEDERAL-AID: A745 — STATE: Co. Rd. — U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) X081	(08)	"Milton Cr. (Kappler Rd.) Br. Sec."	0.081	175,000	140,000		35,000	
PARED BY	DRH		PROJECT TOTALS	0.081	175,000	140,000		35,000	

GRAM APPROVAL DATES
10-1-83
7-15-83

REMARKS
Additional Data: Item No. 30153; Project No. BHS-A745(1).

820

-over

USCOMM DUSCOMM-DC 48805-P61

Milton Cr. (Kappler Rd.) Br. Sec.

Remarks continued:

Project Data: Work under this project consists of 1) construct one precast prestressed Deck Bulb-tee beam bridge (No. 13701A) length 100 feet with 28 feet HC; 2) construct approaches requiring grade, drain and H-T pave a 28 ft. roadbed section; 3) remove culverts as directed; 4) utility adjustments as required; and 5) incidental work common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7901 complying with Section 116, Title 23 USC and Paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 7-19-83.

Note:
1) This is in Congressional District No. 1.
2) Included in the approved bridge replacement inventory list with sufficiency rating of 0.0.
3) Included in 6 Yr. HIP on Page 121.

9876

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: May 21, 1984

Joseph W. Fields

FROM: Joseph W. Fields
Surfacing Design Specialist

SUBJECT: Surfacing Design
Milton Creek (Kappler Rd.) Bridge Section
FAS A745
Columbia County

A surfacing design of 4 inches of A.C., Class "C", and 12 inches aggregate base (1.0"-0) was proposed for the subject section.

I concur that this design is adequate for the project.

JWF:js

cc: FHWA
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Development Engineer
Specifications Engineer
Final Design Engineer
Region Geologist
Program Section ✓

Project is Not Clear for June 28, Letting

No Permits consultant

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAY 23 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Shultz & File
FOR Info

-128-1387

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-2878

INTEROFFICE MEMO

FILE: AGR (X ACC 5-4)

TO: Gary A. Potter, Manager
Program Section

DATE: April 23, 1984

FROM: V. E. Skoog Vern
Controller

SUBJECT: Pre-award Evaluation
OBEC Consulting Engrs.
Milton Creek Bridge
PE: 505-1907

Your memo dated April 18, 1984 requested that we perform a pre-award evaluation, as required by federal and state procurement procedures, on the supplemental preliminary engineering proposal between Columbia County & OBEC. The basis of payment for services rendered is on a lump sum amount increased from $10,400.00 to $16,050.00.

We have evaluated the attached agreement and related documents and determined the agreement is in accordance with federal and state procurement procedures, contract provisions and cost principles.

Accordingly, we recommend approval of this agreement.

KJ:cl

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Ed Marg[illegible]
FOR ______

2-76

From Metro W. Schultz
Date 4/12/84
To W. [illegible]obine
(Proj. Mgmt) Traffic Region I Accounting
Comment: Supplemental agreement covering request for additional P.E. Please have Pre-Evaluation performed. We have submitted copy of letter and agreement to Walt Hart for his review.

OBEC CONSULTING ENGINEERS

Mr. Wayne Schulke
Regional Federal Aid Specialist
Highway Division - Metro Region
Oregon Department of Transportation
9002 S.E. McLoughlin Boulevard
Portland, Oregon 97222

Re: Milton Creek Bridge Project
Our Letter of March 26, 1984 to Columbia Co.
OBEC Project No. 109-26

Dear Wayne:

Enclosed are three (3) approved copies of the Amended Agreement with Columbia County on the Milton Creek Project.

Please forward for processing. If you need additional information, please give me a call. The project went from a culvert restoration to a complete bridge design, and this alternate recommendation of ours has been reviewed and approved by the Bridge Engineer.

Very truly yours,

Wally Palmateer

W. A. Palmateer

WAP:ps
Enclosures

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ✓
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO Ed Mercer
FOR Pre-~~[illegible]~~ evaluation

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

1816

STATE OF OREG

INTE FFICE MEMO

TO: E. J. Dunn
Project Manager

DATE: March 2, 1984 DES 23

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Milton Creek (Kappler Road) Culvert
Columbia County

The Hydraulic Unit has revised the preliminary report by OBEC for the Milton Creek (Kappler Road) Section. They agree that a bridge is the preferred alternative hydraulically.

The cost differential between the three alternatives is not significant. There is On-System HBR Funds available to cover the project costs for Alternate C. We recommend proceeding with replacement of the existing twin culvert with a bridge.

WJH:jrb

cc: Gary Potter
John Wood

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Mike Schulke
FOR Info

81-125-1307

1-30-84

From Metro JON ROSE
Date 1-31-84
To DICK DORN
[✓ Proj. Mgmt.] Traffic Region I Accounting
Comment: The consultant has not yet over run the P.E. authorizatio but it seems likely that he will. No action is needed right now but it is something that should be watched. Please note and also advice the Bridge Section. Jon Rose

OBEC CONSULTING ENGINEERS

Mr. Jon Rose
Region Federal Aid Engineer
Highway Division - Metro Region
Oregon Department of Transporta
9002 S.E. McLoughlin Boulevard
Portland, Oregon 97222

Re: Kappler Road Project
OBEC Project No. 109-26

Dear Jon:

On June 10, 1983 in a letter to Jay Ahlborn of Columbia County, I was obliged to defend the Engineering Agreement of $10,400 for replacement of one of the two half-round sections that comprise this structure. I had suggested that hydraulic studies might show the existing configuration to be inadequate and other solutions required.

We have now completed the hydraulic studies, and this data shows high water would consistantly rise over the top of the culverts during heavy runoffs and the existing waterway to be marginally adequate to inadequate.

Our Preliminary Engineering Agreement envisioned the probable use of a headwall design that would increase the capacity of the existing half-round sections. Now the scope of the work must be changed to include an analysis of a single superspan that might utilize the outside concrete supports of the twin culverts and an equivalent bridge design.

My opinion is that we must investigate these other options now that simple replacement would be marginal at best and little improvement of the same design that failed. This is beyond the "Scope of the Work" that we had projected in our June 10 letter.

Present billable time has used up 55% of the current agreement and we will undoubtedly exceed both the stipulated engineering agreement and total estimated project costs. After submission of the preliminary engineering report we will re-access the total project in light of the suggested alternative to the planned simple replacement of the failed half-round section.

Very truly yours,

Wally Palm.

W. A. Palmateer

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
FEB 0 3 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

WAP:ps
cc: Bob King - Columbia Co.

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

August 8, 1983

PRO-ACC

Columbia County Board
of Commissioners
Courthouse
St. Helens, OR 97051

Attn: Mr. Sam Hollinger
County Roadmaster

Subject: Advance Deposit for P.E.
Milton Crk. (Kappler Rd.) Culvert
Columbia County
Project No. BHS-A745(1)

Dear Mr. Hollinger:

FHWA has authorized the preliminary engineering for this project. The estimated cost of the P.E. is $19,300.

The County's share is as follows:

Estimated Cost	$19,300
FHWA Funds 80% of $19,300	15,440
County's 20% Share is:	$ 3,860

Recd
9-26-83
Informed
Jon Rose

Please make the advance deposit in the amount of $3,860 by using one of the three options suggested on the attached sheets.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

HK:pf
Attachment

bcc w/AD # 83-66: Jon Rose, Region 1
Vern Skoog - Please return completed AD #83-66 when advance deposit is received.

August 5, 1983

Board of County Commissioners
Columbia County
Courthouse
St. Helens, OR 97051

AGR

Attention: Reta C. Kerry
County Clerk

MISC. CONTRACTS and
AGREEMENTS No.______

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement covering a bridge replacement project on the Milton Creek (Kappler Road) Culverts.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION ACC

TO: H. S. Coulter
State Highway Engineer

DATE: May 31, 1983

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Highway Bridge Replacement On-System Project, FY 1984
Milton Creek (Kappler Road) Culverts, Bridge No. 09C131
Columbia County

Columbia County requests approval of a $60,000 project to rehabilitate the Milton Creek Culverts on Kappler Road (FAS A745). These dual arch 16' culverts, are badly damaged; one has collapsed completely, and the other has partially collapsed.

The proposed project, shown on the attached map, will repair the culverts by reshaping and installing stiffners. The County's consultant will perform the preliminary and construction engineering. Due to favorable bids received, FY 1983 Highway Bridge Replacement Funds will provide 80 percent of the project financing, with Columbia County providing the 20 percent local match. Construction is planned for FY 1984.

In Summary:

JURISDICTION	PROPOSED PROJECT	TOTAL EST. COST	FEDERAL FUNDS	COUNTY SHARE	STATE SHARE
Columbia Co.	Milton Creek (Kappler Rd.) Culverts	$60,000	$48,000	$12,000	$ ---

This project has been investigated and is eligible for HBR funding. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H S Coulter
State Highway Enginer

Date 6-2-83

KEH:pf
Attachment

orig. to Sommsen
Potter
cc Files
6/3

RECEIVED
STATE HWY ENGR

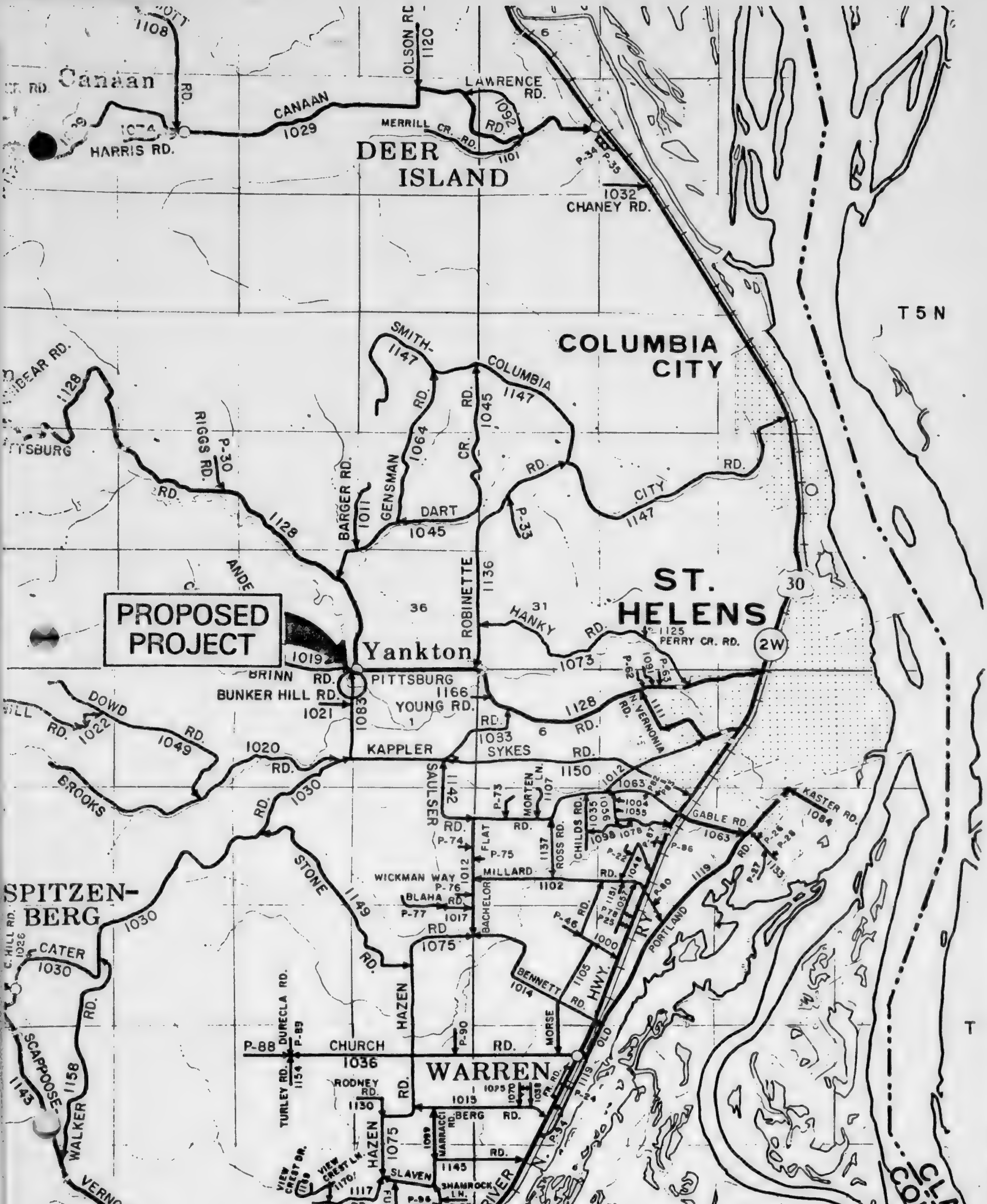
JUN 1 '83

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387


Canaan
DEER ISLAND
COLUMBIA CITY
ST. HELENS
Yankton
SPITZEN-BERG
WARREN
PROPOSED PROJECT
T5N
T
CANAAN 1029
HARRIS RD.
LAWRENCE RD.
MERRILL CR. RD. 1101
1092 RD.
OLSON RD 1120
1108 RD.
1074
CHANEY RD. 1032
P-34
P-35
SMITH-COLUMBIA 1147
CITY RD. 1147
1045 CR. RD.
1064 RD.
GENSMAN 1011
DART 1045
BARGER RD.
RIGGS RD.
P-30
P-33
RD. 1128
1128
ROBINETTE 1136
HANKY RD. 1073
1125 PERRY CR. RD.
30
2W
BRINN RD. 1019
PITTSBURG
BUNKER HILL RD. 1021
1083
1166 YOUNG RD.
36
31
1
6
RD. 1128
RD. 1033
N. VERNONIA RD. 1111
DOWD RD. 1022
RD. 1049
1020 RD.
KAPPLER
SYKES RD. 1150
BROOKS
RD. 1030
SAULSER 1142
STONE 1149 RD.
FLAT 1012
P-73
P-74
P-75
P-76
P-77
MORTEN LN. 1107
CHILDS RD.
ROSS RD. 1137
WICKMAN WAY
MILLARD 1102
BLAHA RD. 1017
BACHELOR RD 1075
BENNETT RD. 1014
GABLE RD. 1063
KASTER RD. 1084
1119 RD.
P-22
P-46
P-80
1000
1105 HWY. OLD PORTLAND
RY
CATER 1030
C. HILL RD. 1026
1030 RD.
SCAPPOOSE-1143
WALKER 1158
VERNONIA
P-88
DURECLA RD.
P-89
P-90
CHURCH RD. 1036
TURLEY RD. 1154
HAZEN RD.
RODNEY RD. 1130
HAZEN 1075
BERG RD. 1015
MARRACCI RD.
RD. 1145
VIEW CREST DR.
VIEW CREST LN. 1170
1117
SLAVEN
DESTER RD.
FULLERTON 1059
SHAMROCK LN.
P-96
P-98
1153
TARBELL RD.
RIVER
N. P. 34
P-24
CLARK
COLUM

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTI ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BHS-A745(1)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Columbia

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30153

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/25/83	Secondary A745	County Road

10. GENERAL LOCATION:
Milton Creek (Kappler Road) Culvert

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $19,300 - F.F. $15,440
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 7/8/83.

The above authorization is subject to new sufficiency rating being established under the approved inventory.

RECEIVED
STATE HWY ENGR
AUG 3 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to 8/3

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/25/83		for Division Administrator

FORM PR-1240
(Rev. 12-75)
PREVIOUS EDITIONS MAY BE USED

METRO BRANCH
PROGRAM MANAGEMENT UNIT

JUL 25 REC'D

OBEC CONSULTING ENGINEERS

July 21, 1983

Mr. Jon Rose
Region Federal Aid Engineer
Highway Division - Metro Region
Oregon Department of Transportation
9002 S.E. McLoughlin Boulevard
Portland, Oregon 97222

Re: Consultant Agreement for Construction Engineering
on Chapman Slide Project
OBEC Job No. 109-25

Dear Jon:

Enclosed are three copies of the above agreement signed by Columbia County for your action and transmittal.

The Kappler Road Preliminary Agreement, approved by the State, was personally received by Bobbie on July 20th. I explained to the Board of Commissioners that it still has not received Federal authorization for design as of this date.

Very truly yours,

Wally Palmateer

W. A. Palmateer
General Manager

From Metro JON ROSE | Date 7-25-83
To [redacted]
[redacted] Traffic Region I Accounting

Comment: Here are 3 copies of the subject consultant agreement, signed by the County and the Consultant.

I reminded the consultant that work performed prior to Federal approval is not eligible for Federal reimbursement.

Jon Rose

GP Project Unit ✓

(503) 683-6090

9896

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND 7-8-83 REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd. Approx. 3 mi. W. of St. Helens "Milton Creek (Kappler Rd.) Culverts	114	30153	BHS-A745(1)	A745	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 40' normal

Water Development None Recreation & Historical Areas None

County Columbia Code 009

A-95 Review:

State Cl. Ho.......... Exempt___ Date Approved 7-5-83 OR 830608-028-2

Dist. 1 Cl. Ho. ..... Exempt___ Date Approved ________ No Reply X

Project Environmental Assessment: FHWA Concurrence Dated 6-2-83

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 1.

(2) ________

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 19,300
80%	FF	$ 15,440
	STATE	$ --
	Co.	$ 3,860

For PR-37:

Field Phase $ ____
PS&E Phase $ ____

REMARKS:
1) Enclosed is authority for survey and project maps.
2) P.E. being accomplished by Consultant with review by State forces.
3) On approved bridge replacement inventory list with sufficiency rating of 0.0.

CL:pf

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
7-8-83	Gary A Potter	Manager , Program Section

13692A A74

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 8, 1983

In Reply Refer to
File No.: PRO 6-2

TO: Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following:

ITEM NO.	PROJECT NO.	SECTION NAME & PNRS NO.
30153	BHS-A745(1)	Milton Creek (Kappler Rd.) Culverts PNRS OR 830608-028-2

CL:pf
Enclosure

cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
STATE HWY ENGR
JUL 11 '83
REFER TO
FOR
Info Inves R/D O/R File

NOTED
H.S. COULTER

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: Milton Creek Culvert Section

PNRS #: OR830608-028-2 COLUMBIA CO.

DATE: July 7, 1983 FAS-A745

The State Clearinghouse has received additional comments from Department of Fish & Wildlife and Lands subsequent to our conclusion letter of July 5, 1983 please see copy (ies) attached for your attention.

PROGRAM SECTION
JULY 11, 1983

Additional Clearinghouse comments:

cc: FHWA (2)
State Highway Engineer
Location Unit
Right-of-Way Section
Road Design Sec. (3)
Environmental Sec.
Bridge Sec.
Aeronautics Div. Reg. M: E. Harc
Fed.-Aid Group Dist. 2A: Geibe

(XX) Please consider this letter and enclosure(s) an addendum to our previous letter.

( ) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

PROGRAM SECTION
MANAGER ________ PROJECT UNIT 5

MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________
FOR ________

PNRS #7

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

JUN 14 1983

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
JUN 13 1983
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 830608-028-2 Return Date: JUL 01 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

PNRS #2 Phone Number 8-3059

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

JUL 06

PNRS STATE REVIEW

Project #: OR 830608-028-2 Return Date: JUL 01 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Please notify ODFW District Biologist prior to implementation of the project to ensure timing and fish passage conditions are met. Contact:

Jay Massey
ODFW District Biologist
17330 S.E. Evelyn Street
Clackamas, OR 97015
657-2041

Agency F & W By Tony Faast

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

PROGRAM SECTION
July 7, 1983

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

cc: FHWA (2)
State Hwy. Engr.
Location Unit
Right-of-Way Sec.
Road Design Sec.
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed.-Aid Group
Reg. M: E.L. Hardt
Dist. Engr. 2A:
W.W. Geibel

CONCLUSIONS

NOTED
W. E. SCHWARTZ

APPLICANT: Ore. Dept. of Transportation

PROJECT TITLE: Milton Creek Culvert Section

DATE: July 5, 1983

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

  ☐ may exist.

  ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

  ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 830[illegible]

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator

PNRS #3
Revised 4/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

JUN 14 1983

RECEIVED
JUN 13 1983
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 830608-028-2 Return Date: JUL 01 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has Adverse effects. (Explain in Remarks Section)

☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

☑ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E.lf.

PNRS #2 Phone Number 8-3059

7596

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-2878

INTEROFFICE MEMO

AGR (x ACC 5-4)

TO: Gary A. Potter, Manager
Program Section

DATE: June ~~10~~, 1983

FROM: for Vernon E. Skoog R P Haack
Controller

SUBJECT: Pre-award Evaluation
OBEC Consulting Engineers
Milton Creek Culverts
HBR-A745

Your memo dated June 8, 1983 requested that we perform a pre-awared evaluation on the proposal submitted by OBEC, as required by federal and state procurement procedures.

We recommend approval of this agreement.

Distributed
6-17-83 MCH

KJ:cl

6-16-83

Gary -

The attached agreement has been subjected to the required pre-award audit evaluation and returned with approval recommended by the External Audit Unit. I also recommend your signature of concurrence.

Under "Certification Acceptance", this agreement does not require prior approval of FHWA.

Please sign all three copies and return to me for distribution.

Mainor

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S ✓
JUN 15 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

81-125-1387

REPORT OF ACTION UNDER DELEGATED AUTHORITY
BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Projects (FAS-C, FAUS, SOS, HBR, and FAI-X), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
FAS-C PROJECTS					
Chapman Slide Restoration (3 Locations) Scappoose - Vernonia Road Columbia County	$255,000	$224,400	$15,300	$15,300	5-9-83
Yaquina River Slough Bridges (3), M.P.'s 5.44, 5.83 & 7.44, Yaquina Bay Road, Lincoln County	$190,000	$155,800	$17,100	$17,100	5-9-83
HBR PROJECTS					
Milton Creek (Kappler Road) Culverts Columbia County	$ 60,000	$48,000	$ ---	$12,000	6-2-83

June 8, 1983

for H. S. Coulter, P.E.
State Highway Engineer

6-8
orig. to Gormen
by Porter

11/15

OREGON STATE HIGHWAY DIVISION

TO: Buz Swan

10191

SUBJECT: Consultant Agreement - Columbia County

FROM: Jon Rose

DATE: 6-6-83

Here are 3 copies of a Consultant agreement between Columbia County and OBEC, executed by both parties. This agreement covers P.E. only for replacement or rehabilitation of the twin arch. pipe structure on Kappler Road at Milton Creek to be financed with HBR funds.

Considering the estimated cost of $54,100 for the construction work, the P.E. as proposed at $10,400 seems quite expensive, particularly since the State is expected to do water quality testing and roadway design as separate items not included in the Consultant's costs.

Please review and if it is acceptable, obtain the necessary approval.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

Project No. ~~HBR-~~ ~~2500(-)~~
HBR - A745(-)

PROGRAM SECTION
PROJECT UNIT 5
PROGRAM UNIT

CC:

(SIGNATURE)

(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

[illegible]

OBEC CONSULTING ENGINEERS

M MRE OE PPM CE
TOS 6-6-83 ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

June 3, 1983

MISC. CONTRACTS and
AGREEMENTS No 10 [illegible]

Mr. Jon Rose
Region Federal Aid Engineer
Highway Division - Metro Region
Oregon Department of Transportation
9002 S.E. McLoughlin Boulevard
Portland, Oregon 97222

Re: Milton Creek Bridge (Kappler Road)
OBEC Project No. 109-26

Dear Jon:

Enclosed are three (3) signed copies of the Preliminary Engineering Agreement for the structures on Kappler Road in Columbia County.

Very truly yours,

W. A. Palmateer
General Manager

WAP:ps
Enclosures

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

10191

STATE OF OREGON **INTEROFFICE MEMO**

TO: GARY A. POTTER, Manager
Program Section - ATTN: D. E. SWAN

DATE: June 2, 1983

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: Milton Creek Arch Culverts, Kappler Road
Columbia County

Here is our programming packet for the repair or replacement of two metal arch culverts in Columbia County. Included are a project prospectus, federal aid project request, agreement information sheet, and photographs of the project location.

This is proposed as a Highway Bridge Replacement project and is sponsored by Columbia County. We have received a preliminary indication from the Bridge Section that this project is eligible for HBR funds. It needs to be added to the Six-Year Highway Improvement Program.

There is urgency to this project since Kappler Road is now closed. One of the culverts has collapsed completely and the second culvert has deflected approximately one foot.

The Metro Environmental Unit has categorized this as a Class II Categorical Exclusion.

We have made estimates for Region functions on the enclosed Survey Authority. In addition, we have entered $10,000 for the consultant (904) function based on an estimate by Wally Palmateer, OBEC Consulting Engineers. A consultant agreement has not yet been received from OBEC. The Location Section should add estimates to the Survey Authority for the Salem offices.

Please request FHWA approval and obligation of funds for preliminary engineering.

TAS:ECM:nm
Attachments
cc: Frank Terpin
Jim McClure
Curt Duval
Jon Rose
Jef Kaiser
Clarence Eshelman
Robin Brooks

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
JUN [illegible] 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ____________________
FOR ____________________

81-125-1387

Contains Recycled Materials

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: June 2, 1983

To: Executive Department
Federal-Aid Coordination Unit

Metropolitan Service Dist. (MSD)
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 2
Section: Milton Creek Culvert Section
Highway: Kappler County Road
County: Columbia

NOTED
H.S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be July 11, 1983.

JLG:bks
Attachments
bc: D.E. Wilken, FHWA
H.S. Coulter ✓
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
Reg. M Engr.: E.L. Hardt
Dis. 2 Engr.: W.W. Geibel
Aeronautics Division
David Powers, Parks
J.L. Gaither

RECEIVED
STATE HWY ENGR
JUN 8 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: Transportation Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: Gary A. Potter | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Milton Creek Culvert Section

11 12] PROJECT LOCATION—CITY: Kappler County Road | PROJECT LOCATION—COUNTY: Columbia | PROJECT LOCATION [79 SEC: 1&2 T: 4N R: 2W

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] Repair existing twin structural plate arch type culver pipe. [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
58,400			14,600		73,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: June 2, 1983

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: July | 43] DAY [44: 11 | 45] YEAR [46: 1983

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 2, 1983

VI. If project includes state funds (12C), identify agency ----

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Milton Creek Arch Culverts, Kappler Rd, Columbia County

REGION
1

ESTIMATED RIGHT-OF-WAY IMPACTS

The existing 100-foot culverts extend beyond the 40-foot existing recorded right-of-way. This minor amount of right-of-way will be acquired under the project. The property is rural riparian woodland.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No significant impacts.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The existing road is blocked because of the collapsed culvert. Normal traffic would be restored to the road, eliminating a 3-mile detour.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Milton Creek supports significant anadromous fish populations and native cutthroat. The portion bordering the project is overhung by riparian woodland vegetation. Construction will be coordinated with the Oregon Fish and Game Department to minimize impacts on the stream and on the fish populations. In-stream construction activities will take place only during low flow periods.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No significant impacts.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Stream turbidity, preservation of riparian habitat and fish protection, as noted above.

RECOMMENDED PROJECT CLASSIFICATION

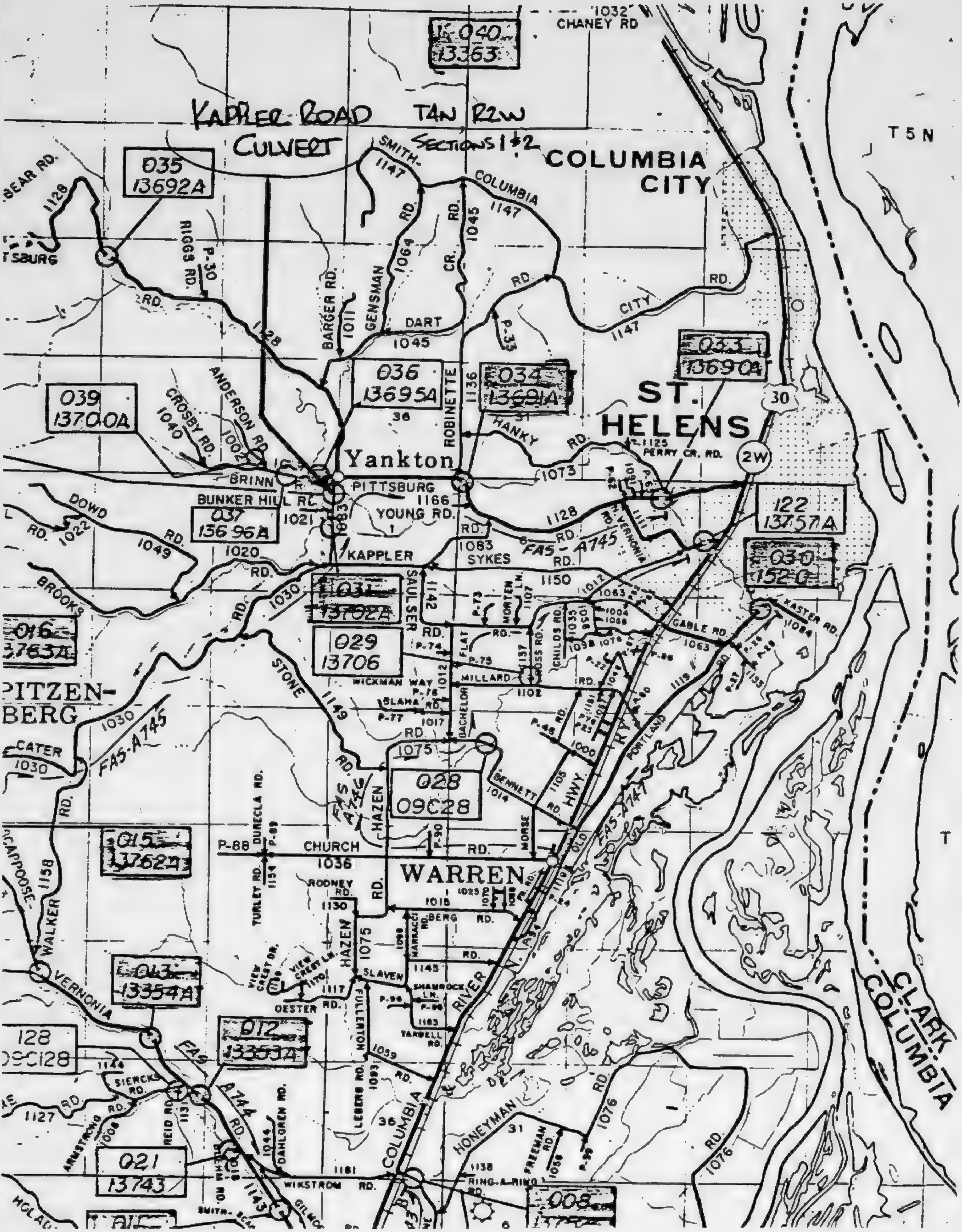
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

Reconstruction of the culvert and minor widening of less than a lane width classify this project a Categorical Exclusion, as defined in 23 CFR 771.115

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Craig Markham	653-3222	

734-1913 (7-82)



KAPPLER ROAD CULVERT T4N R2W SECTIONS 1&2

040
13363
CHANEY RD
1032
T5N
COLUMBIA CITY
SMITH-1147
COLUMBIA 1147
035
13692A
BEAR RD.
1128
RIGGS RD.
P-30
BARGER RD.
1011
GENSMAN
1064
CR.
1045
DART
CITY RD.
1147
P-33
033
13690A
039
13700A
CROSBY RD.
1040
ANDERSON RD.
1002
036
13695A
ROBINETTE
1136
034
13691A
HANKY RD.
ST. HELENS
30
2W
PERRY CR. RD.
Yankton
BRINN RD.
PITTSBURG
1166
1073
BUNKER HILL RD.
037
13696A
1021
1083
YOUNG RD.
DOWD RD.
1022
1049
1128
VERNONIA
122
13757A
KAPPLER
1083
SYKES RD.
FAS-A745
030
1520
1020
RD.
BROOKS
1030
031
13702A
SAULSER
1142
1150
MORTEN LN.
1107
1012
1063
KASTER RD.
1084
GABLE RD.
016
13763A
029
13706
P-73
P-74
P-75
FLAT RD.
CHILDS RD.
MILLARD
1102
WICKMAN WAY
BLAHA
P-77
1017
STONE
1149
PITZEN-BERG
1030
FAS-A745
CATER
1030
BACHELOR
1075
028
09C28
BENNETT
1014
1105
HWY.
RY.
PORTLAND
FAS-A747
FAS A746
HAZEN
015
13762A
P-88
DURECLA RD.
P-89
CHURCH RD.
1036
P-90
MORSE
WARREN
OLD
SCAPPOOSE
1158
WALKER
TURLEY RD.
RODNEY RD.
1130
1015
1025
BERG RD.
HAZEN
1075
1145
SLAVEN
SHAMROCK LN.
VIEW CREST DR.
013
13354A
VERNONIA
OESTER RD.
1117
FULLERTON
1163
TARBELL RD.
RIVER
COLUMBIA
128
09C128
012
13353A
FAS A744
SIERCKS RD.
1146
REID RD.
1127
ARMSTRONG
1008
DAHLGREN RD.
LEBERG RD.
1093
1059
36
HONEYMAN
31
FREEMAN RD.
1058
P-95
1076
RD.
1076
021
13743
WIKSTROM RD.
1161
1144
1143
1138
RING-A-RING RD.
008
CLARK
COLUMBIA
T

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

Plan #10

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Milton Creek Arch Culverts				REGION Metro
STATE HIGHWAY # N/A	HIGHWAY NAME N/A		MILE POST FROM TO	LENGTH 0.1 mi.
☐ URBAN ☒ RURAL	CITY N/A	COUNTY Columbia	ROAD/STREET NAME Kappler Road	
ROUTE # N/A	FEDERAL AID # FAS A745	APPLICANT (IF OTHER THAN STATE) Columbia County		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING (✓)	✓	FILES (#)	2
RIGHT OF WAY		$ 3	PAVING (✓)	✓	ACRES (#)	<1
ROADWAY	$ 16		STRUCTURES (✓)	✓	RELOCATIONS (#)	0
STRUCTURES	$ 26		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	C
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	C
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	C
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 12		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 54	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HBR (On-System)	RECOMMENDED PROGRAM YEAR FY 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	515	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

Kappler Road has been closed because twin arch culverts at Milton Creek have collapsed. The cause of the collapsed pipes is unknown at this time.

PROPOSED SOLUTION

Repair the existing arch culverts and widen the roadway section to two 12-foot travel lanes with six foot unpaved shoulders.

REQUESTED, REGION ENGINEER X Edward Harde	DATE 6-1-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

OREGON DEPARTMENT OF TRANSPORTATION

PROJEC[illegible]PROSPECTUS

PART 1 — PRO[illegible]CT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION Milton Creek Arch Culverts, Kappler Road	REGION Metro

PROJECT JUSTIFICATION

Columbia County has requested the HBR Funds to repair the Milton Creek arch culverts on Kappler Road. The culverts have collapsed and Columbia County has closed Kappler Road until the culverts can be replaced or repaired.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Milton Creek Arch Culverts, Kappler Road

REGION: Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N
RECONNAISSANCE SURVEY	E	DETOUR	E	BORROW SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	S
SOILS INVESTIGATION Base & PH	S	RR SEPARATION	N	NAVIGABLE STREAM	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N	▨	

PERMITS AND DOCUMENTS

AIRPORT CLEARANCE	N	WETLANDS	N
CONDITIONAL USE	N	SENSITIVE LAND	N
FLOOD PLAIN	N	CULTURAL RESOURCE	N
CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
STATE LANDS	N	SECTION 106	N
GEOLOGY AND MINERALS	N	NOISE STUDY	N
BUILDING	N	SECTION 4(F)	N

SIGNALS	N	OLD (#)	0	NEW (#)	0

UTILITIES: C (LIST BELOW)

COMPANIES

Power: P.G.E.
Water: McNulty Water Dist.
Telephone: Pacific NW Bell
Gas: Northwest Natural Gas

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 55

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
--	--	--	--	4'	--	--	10'	--	10'	--	--	4'	--	--	--	--
--	--	--	--	6'	--	--	12'	--	12'	--	--	6'	--	--	--	--

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Milton Creek Arch Culverts, Kappler Rd, Columbia Co.

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

The existing 100-ft culverts extend beyond the 40-ft existing recorded right-of-way. This minor amount of right-of-way will be acquired under the project. The property is rural riparian woodland.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No significant impacts.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The existing road is blocked because of the collapsed culvert. Normal traffic would be restored to the road, eliminating a 3-mile detour.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Milton Creek supports significant anadromous fish populations and native cutthroat. The portion bordering the project is overhung by riparian woodland vegetation. Construction will be coordinated with the Oregon Fish and Game Department to minimize impacts on the stream and on the fish populations. In-stream construction activities will take place only during low flow periods.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No significant impacts.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Stream turbidity, preservation of riparian habitat and fish protection, as noted above.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

This project is a Categorical Exclusion, as defined in 23 CFR 771.115.

OTHER DOCUMENTATION

PREPARED BY	**TELEPHONE NUMBER**	**FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE**
X Craig Markham	653-3222	

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Milton Creek Arch Culverts, Kappler Road

REGION: Metro

SURVEY AUTHORITY

AUTHORIZATION NO: 1

PREFIX:

DATE: May 25, 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 500	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	—		916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	—		918 LOCATION			935 SOILS		
904 CONSULTANT	10,000		919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	--	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	--	
910 REGION GEOLOGIST	1,500		924 D.O.T.			955 R/W RELOC. ASSISTANCE	--	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	--		980 PUBLIC HEARING	--	
913 RIGHT-OF-WAY LIAISON	300		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	100		932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

A consultant will perform the preliminary engineering. The State will monitor, perform soil investigation, acquire right-of-way, and complete PS&E.

PREPARED BY	DATE 5/27/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 6-1-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

TM 1814 (7-82)

Project Milton Creek Arch Culverts, Kappler Road

Agency Columbia County Date May 25, 1983

Type of Project Culvert Repair/Replacement

Funds SOS e(4) FAUS FASC Title II [✓ HBR]

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	( )	( )	(x)
Monitor PE	( )	(x)	( )	( )
Field Survey	( )	( )	( )	(x)
Prepare Environmental Statements	(x)	( )	( )	( )
Review & Process Envir. Statements	(X)	( )	( )	( )
Public Hearings	(X)	( )	( )	( )
Citizen Involvement	( )	( )	(X)	( )
Action Plan Requirements	( )	( )	(X)	( )
Preliminary Design Plans & Specs.	( )	( )	( )	(X)
Prepare for Contract Bids	( )	( )	( )	(X)
Advertise, Let and Award	( )	(X)	( )	( )
Major Construction Engineering	( )	( )	( )	(X)
Lab Testing, Final Checking	( )	(X)	( )	( )
Utility Responsibility	( )	( )	(X)	( )
Maintenance After Completion	( )	( )	(X)	( )
Signal Maintenance	(X)	( )	( )	( )
Power Consumption	(X)	( )	( )	( )
Local Match	( )	( )	(X)	( )
Provide for Right-of-way Agreement		[✓ Yes]	No	

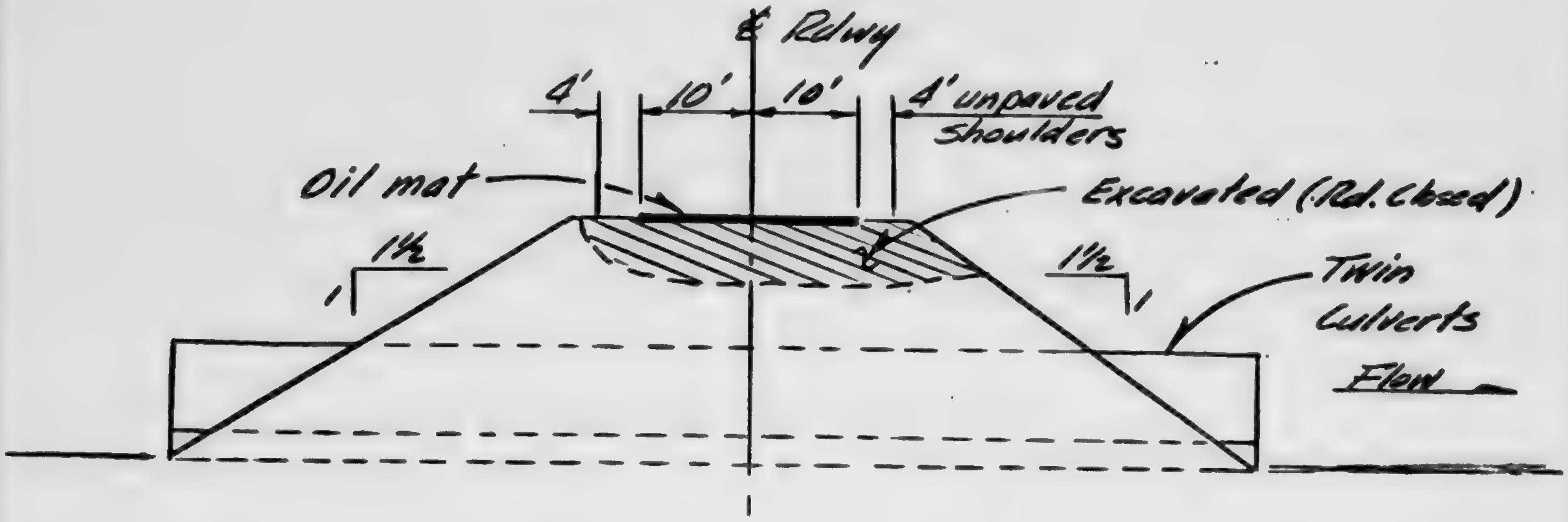
Construction by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (X) Construction ( ) N/A ( )

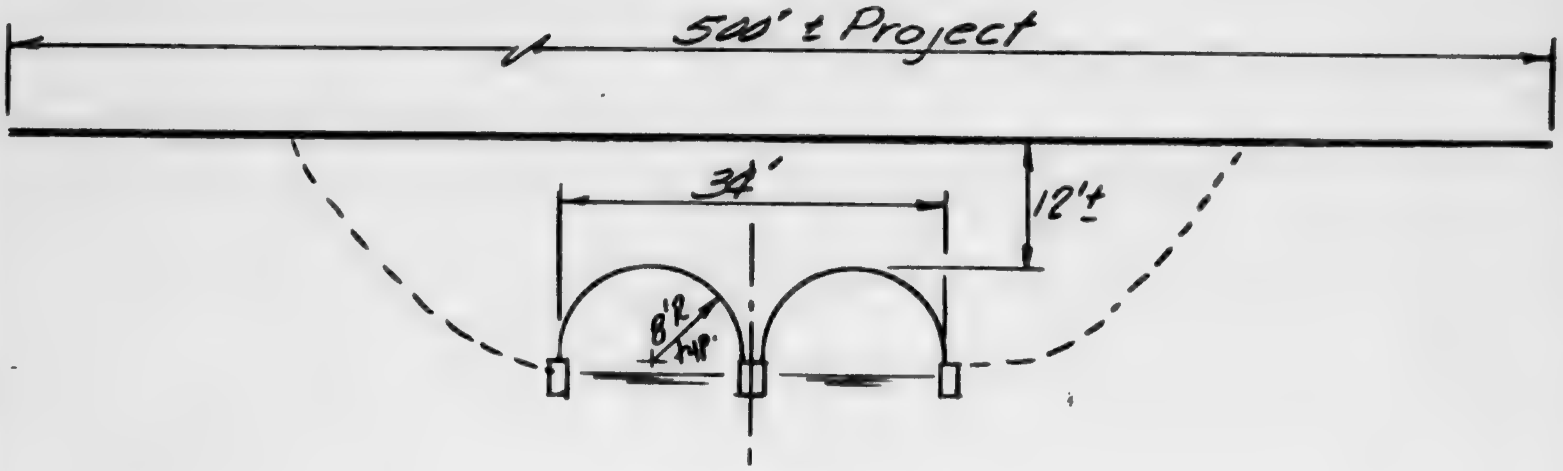
State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

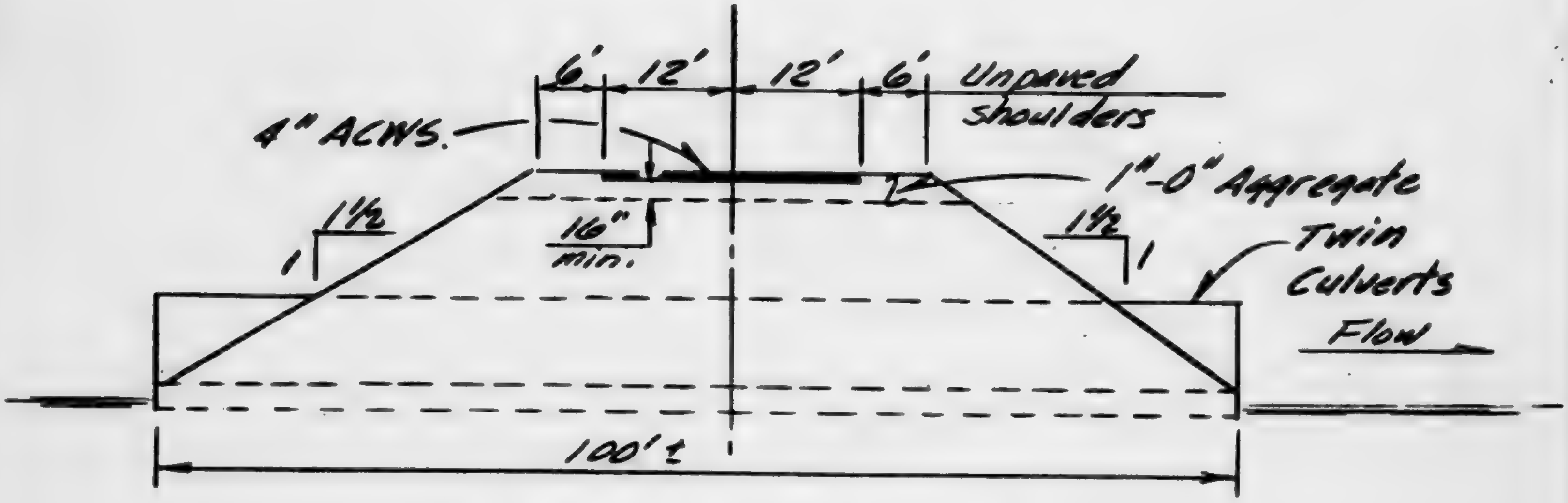
Remarks:


℄ Rdwy
4'
10'
10'
4' unpaved shoulders
Oil mat
Excavated (Rd. Closed)
1½
1
1½
1
Twin Culverts
Flow

EXISTING ROADWAY SECTION


500' ± Project
34'
12'±
8' R
148°

ELEVATION


6'
12'
12'
6'
Unpaved shoulders
4" ACWS.
1"-0" Aggregate
16" min.
1½
1
1½
1
Twin Culverts
Flow
100' ±

NEW ROADWAY SECTION

KAPPLER ROAD
CULVERT RECONST.
Columbia County

GENERAL FILES

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon FAS A745
Milton Creek Culverts
SI&A sheets

Date: June 1, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR/407.4

To: Mr. H. S. Coulter, State Highway Engineer
Attn: Mr. John Wood, Structure Maintenance Engineer
Salem, Oregon

Attached is the Structure Inventory and Appraisal sheet for Milton Creek culverts (Bridge 09C131) you requested in April.

Please note, no sufficiency rating was calculated because of the coding.

For Dale E. Wilken

Orig. w/att.

RECEIVED
STATE HWY ENGR
JUN 3 '83
REFER TO: Wood
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File
					X	

.9576

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No ENV 3

May 31, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Sreet, N.E.
Salem, OR 97301

RE: Project Classification
Milton Creek Culvert Section
Kappler Road
Columbia County
BHS-A745(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:dm

Attachments (4)

CONCUR:
6/2/83
for Division Administrator Date
FHWA OREGON DIVISION

ENVIRONMENTAL SECTION
June 3, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4
Keats Oliver
L. E. George (2)
G. A. Potter
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs U
Phil Lewellyn
Surfacing Design
General Files
E. L. Hardt
Jef Kaiser
Clarence Eshelma
Bill Geibel
Don Keyes (8)

Form 734-3122

6

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Milton Creek Arch Culverts, Kappler Rd, Columbia County

REGION
1

ESTIMATED RIGHT-OF-WAY IMPACTS

The existing 100-foot culverts extend beyond the 40-foot existing recorded right-of-way. This minor amount of right-of-way will be acquired under the project. The property is rural riparian woodland.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No significant impacts.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The existing road is blocked because of the collapsed culvert. Normal traffic would be restored to the road, eliminating a 3-mile detour.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Milton Creek supports significant anadromous fish populations and native cutthroat. The portion bordering the project is overhung by riparian woodland vegetation. Construction will be coordinated with the Oregon Fish and Game Department to minimize impacts on the stream and on the fish populations. In-stream construction activities will take place only during low flow periods.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No significant impacts.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Stream turbidity, preservation of riparian habitat and fish protection, as noted above.

RECOMMENDED PROJECT CLASSIFICATION

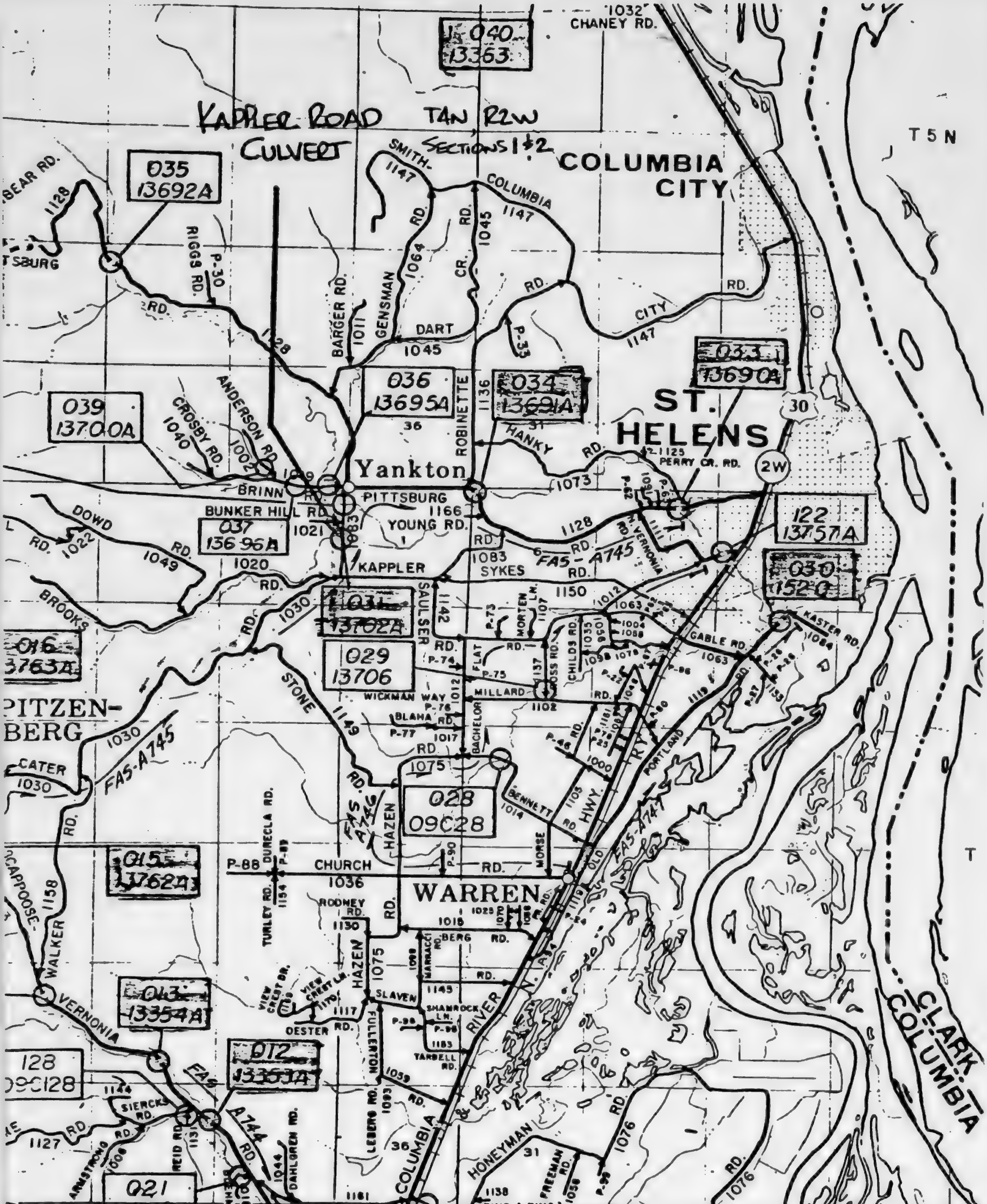
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

Reconstruction of the culvert and minor widening of less than a lane width classify this project a Categorical Exclusion, as defined in 23 CFR 771.115.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Craig Markham	653-3222	

734-1913 (7-82)



KAPPLER ROAD CULVERT T4N, R2W SECTIONS 1 & 2

COLUMBIA CITY
ST. HELENS
Yankton
WARREN
PITZEN-BERG
T5N
CLARK
COLUMBIA
040 13363
035 13692A
036 13695A
034 13691A
033 13690A
039 13700A
037 13696A
031 13702A
029 13706
122 13757A
030 1520
016 13763A
028 09C28
015 13762A
013 13354A
012 13353A
128 09C128
021 13743
008 13752
KAPPLER
PITTSBURG
BUNKER HILL RD.
YOUNG RD.
ROBINETTE
SYKES
HANKY
CHANEY RD.
FAS-A745
FAS-A746
FAS-A747
FAS-A744
CHURCH RD.
COLUMBIA RIVER HWY.
30
2W

STATE OF OREGON

INTEROFFICE MEMO

TO: E. L. Hardt
Metro Region Engineer

ATTN:
Jon Rose

DATE: May 11, 1983 PRO

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Kappler Road Culvert
Columbia County
Bridge No. 09C131

The project request submitted by Columbia County for the rehabilitation of the twin-arch culvert on Kappler Road has been reviewed and determined to be eligible for inclusion in the HBR program. The estimated cost for this work taken from the inspection spread sheet is $60,000.

By a copy of this letter, I am requesting Program Management to secure approval of this project from the Transportation Commission by delegated authority.

JEC:jrb

cc: Gary Potter

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
MAY 11 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ____________________
FOR ____________________

Contains Recycled Materials

[illegible]

OBEC CONSULTING ENGINEERS

OM E OE PPM CE
TOS ME
US 4-25-83 PDM
CSA Metro Region TAM
SO PA EM BUD LM

April 21, 1983

Mr. Jon Rose
Region Federal Aid Engineer
OSHD - Region I
9200 S.E. McLoughlin Boulevard
Portland, Oregon 97202

Re: Kappler Road Bridge 093 131, Milton Creek
OBEC Project No. 109-26
Your letter to Ahlborn 4/15/83

Dear Jon:

Enclosed are both the map giving the location of the structure and our copy of the inventory received from the State.

Since this ~~well~~ wide? section of road is totally out of service because of the structural failure, I would urge an early decision regarding its eligibility for funding. From my viepoint, the "sufficiency" is "0", and this certainly must be an item of consideration.

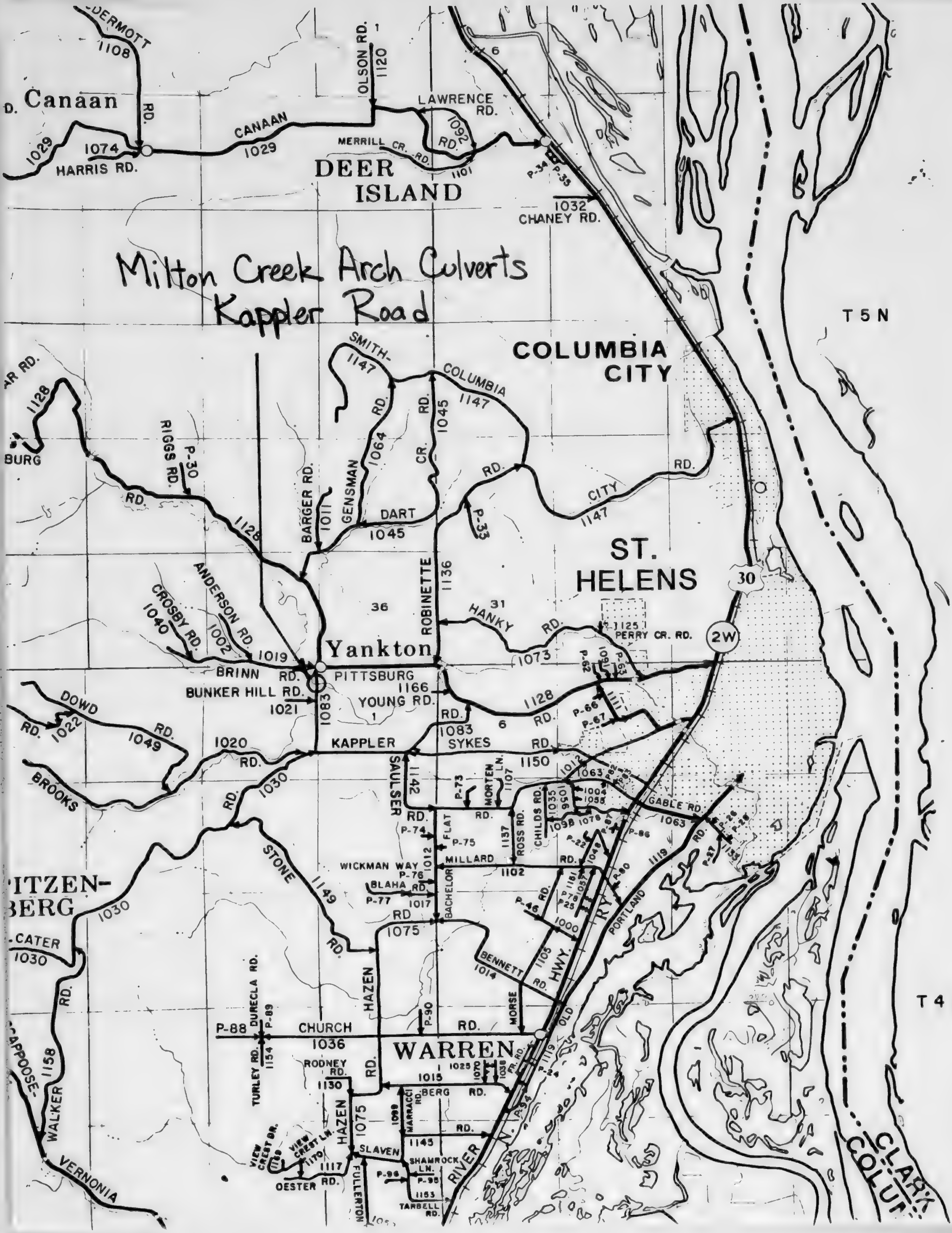
Very truly yours,

W. A. Palmateer
General Manager

WAP:ps
Enclosures

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

Milton Creek Arch Culverts
Kappler Road


Canaan
DEER ISLAND
COLUMBIA CITY
ST. HELENS
Yankton
WARREN
PITTSBURG
T5N
T4N
30
2W
KAPPLER RD.
1020
SYKES RD.
1150
CANAAN 1029
OLSON RD. 1120
LAWRENCE RD.
MERRILL CR. RD.
1101
1092
CHANEY RD. 1032
HARRIS RD.
1074
1108
SMITH- 1147
COLUMBIA 1147
CITY RD. 1147
ROBINETTE 1136
HANKY RD. 1073
PERRY CR. RD.
1125
DART 1045
GENSMAN 1064
BARGER RD. 1011
RIGGS RD.
P-30
P-33
1128
ANDERSON RD. 1002
CROSBY RD. 1040
BRINN RD. 1019
BUNKER HILL RD. 1021
1083
1166
YOUNG RD.
DOWD RD. 1022
1049
BROOKS
1030
STONE 1149
SAULSER 1142
FLAT RD.
MORTEN LN. 1107
ROSS RD. 1137
CHILDS RD. 1035
GABLE RD. 1063
MILLARD RD. 1102
WICKMAN WAY
BLAHA RD.
1017
BACHELOR
1075
HAZEN RD.
BENNETT RD. 1014
MORSE
OLD PORTLAND HWY.
CHURCH RD. 1036
DURECLA RD.
TURLEY RD. 1154
RODNEY RD. 1130
BERG 1015
SLAVEN 1145
SHAMROCK LN.
TARBELL RD. 1153
FULLERTON
OESTER RD. 1117
VIEW CREST LN. 1170
VIEW CREST DR.
CATER 1030
WALKER 1158
SCAPPOOSE-
VERNONIA
PITZENBERG
CLARK
COLUM
RIVER

```
 1. 410                            BRIDGE INVENTORY          04/01/83   PAGE   1
 2. 2A
 3. 009                                                   8. BRIDGE NUMBER 09C131
 4. 0000                                                101. 000
 5. 1410A7450                                            11.  00527
 6. MILTON CREEK                                        890. 0383
 7. FAS-A745 / C#1083              53. 9999
 9. 00.2 MI SOUTH YANKTON          54. 0000         77. 0
10. 9999            31. 9          55. 999          78. 0000
10A.                32. 024        56. 000          79. 00
11A.                33. 0          57. 2            80. 00000
12. 00000           34. 00           58. N          81. 00
13.                 35. 0            59. N          82. 00
14. 0000            36. NNNN         60. 8          83. 0
15. 0000            38. 0            61. 3          84. 00060
16. 00000           39. 000          62. 1          85. 003
17. 000000          40. 0000       63. 01           86. 003
18. 0               41. C          64. 800          87. 00000
19. 04              42. 15           65. 1          88. 00054
20. 3               43. 319        66. 800          91.
21. 3               44. 000          67. 1          92. 101
22. 3               45. 02           68. N          93. 100
24. 07              46. 0000         69. N          94.
25. 4               47.              70. 1
26. 04              47A.             71. 3
27. 7000            48. 0016         72. 8         850. 00
28. 0200            49. 000034     73. 83          860. 00
29. 000500          50. 000000     74. 1           870. 000000
30. 81              51. 0000       75. 311         880. 834
                    52. 0000       76. 00000
96. 1 OF 2 ARCH CULVERTS FAILED                     95.
```

KAPPLER ROAD
CULVERTS

RECD 4/8/83

OM MRE OE PPM CE
TOS ME
US 4-25-83 PDM
CSA Metro Region TAM
SO PA EM BUD LM

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

April 15, 1983

In Reply Refer To
File No.:

10188

A. J. AHLBORN, Member
Columbia County Board of Commissioners
P.O. Box 569
St. Helens, OR 97051

Subject: Kappler Road Arch Culverts
Structure Restoration Project
Columbia County

I have your request submitted by OBEC for a project to restore the Kappler Road arch culverts. Since Kappler is not on any Federal Aid system, the only funding possibility is the Highway Bridge Replacement program, which could pay 80 percent of the cost. I believe that the project might be eligible, but before we can proceed, we will need some additional information.

First, in order to be considered for federal funding, the structure must be on the federal inventory, so a bridge inspection report will be required. OBEC is familiar with the process and the report should be submitted promptly.

Also, the request itself should include a map which will allow us to identify where the project is. In addition, it would be well to have at least a rough sketch which would show the extent of needed right-of-way.

There is no assurance that the Federal Highway Administration will agree that the project is eligible, but if you will send the additional information, I will see that it is given consideration. I will hold your request in my office until I hear from you.

Jon Rose

JON ROSE
Federal Aid Specialist

JR:po

cc: Ken Husby, Project Management

734-1850

PROGRAM SECTION
MANAGER -------- PROJECT UNIT --------
APR 18 1983
MAN. ASSIST. -------- PROGRAM UNIT --------
REFER TO
FOR

[illegible]

FEDERAL AID PROJECT REQUEST

Date March 23, 1983

Applicant Agency Columbia County

Request for: Off-System X , FAS-C ____ , FAUS ____ Project

Federal Aid Route No. ________ Route Name Kappler Rd.

Project Name Kappler Road Arch Culverts

Project Length 0.1 mile Project Location (Attach sketch map)

Project Description

Remodel and partial replacement of collapsing arch culverts.

Average Daily Traffic 515 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20' Travel Lanes 2 Shoulders 4'

Medians none Parking none

Sidewalks none

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 2 Shoulders 6'

Medians none Parking none

Curbed no Length Curb Radii n/a

Sidewalk/Bikeway no

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40' Minimum 40' Maximum 40'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ______ No X

3. Will additional right-of-way be needed? Yes X No ______
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ______
Remarks Existing culverts extend beyond recorded right-of-way.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

none

2. Proposed Signalization:

Location none
Type
Phases
Type of Suspension
Interconnected
Remarks Road is closed due to culvert failure.

3. Permanent Signing:

Include in project or by applicant? Applicant

4. Permanent Striping:

Include in project or by applicant? Applicant

5. Project Signing:

Detour by: State --- Local County

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

none

2. Proposed Illumination:

Location none
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Kappler Rd. Section 1 and 2 T 4N R 2W
Type Twin Half-Round Pipes Bridge # 09C31
Approach Roadway Width 22' Shoulder Width 4'
Length (culvert width) 34' Width (culvert length) 100'
To remain in place? Yes (repair/reconstruct)
Does local agency want existing structure? Yes No

2. Proposed Structure:

Location Repair existing structure.

Approximate Size: Length same as existing Width same as existing

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Guardrail: Installed by State --- by Local Government Yes
Stock Pile Location, if Local Government installs ---
Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Roadmaster - Columbia County Office
2.	Environmental	Roadmaster - Columbia County Office
3.	Public Hearing	Roadmaster - Columbia County Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State ______ Consultant X

2. Project construction engineering to be performed by:

Applicant ______ State ______ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes X No ______

If "yes", describe briefly: County has excavated part of fill over culvert, to prevent further failure.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 16,000
Right-of-way costs (if participating)	3,000
Traffic control	---
Illumination	---
Structures	26,000
Railroad	---
Other Construction Engr. & Contingency	) 12,000
Preliminary engineering	)
PROJECT TOTAL	$ 57,000

Remarks ______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

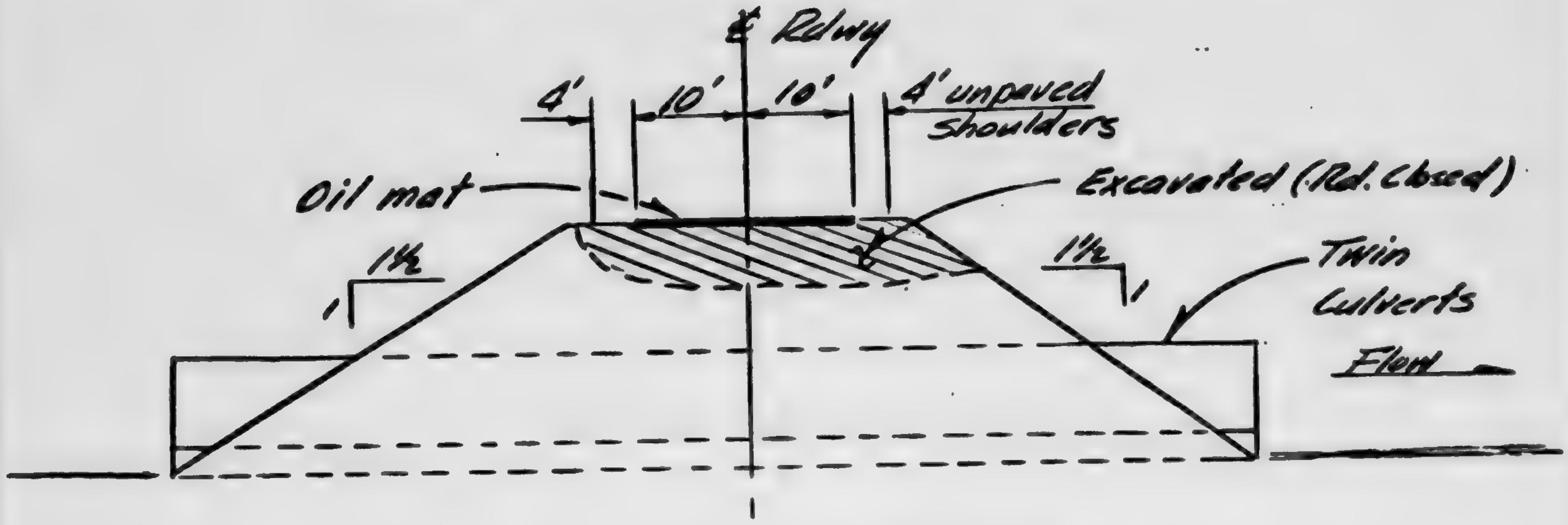
CITY OF ______ and/or COLUMBIA COUNTY

By ______ By Robert [illegible]

By ______ By Robert L. Kice

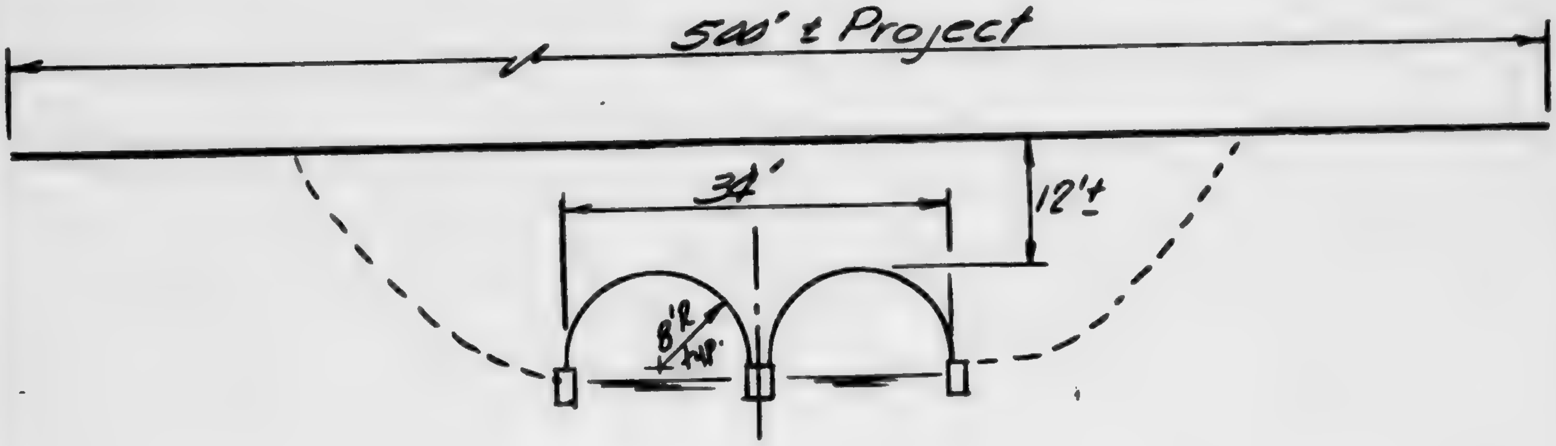
By A J Ahlborn

(1980)



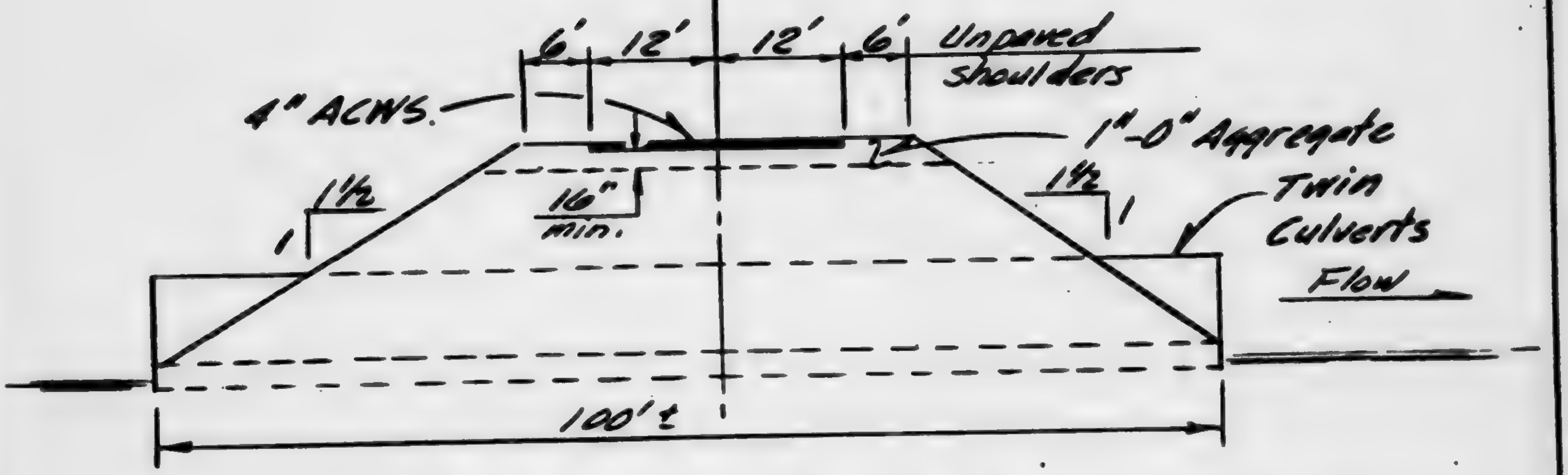
℄ Rdwy
4'
10'
10'
4' unpaved shoulders
Oil mat
Excavated (Rd. Closed)
1½
1
1½
1
Twin Culverts
Flow

EXISTING ROADWAY SECTION



500' ± Project
34'
12'±
8'R
7/8"

ELEVATION



6'
12'
12'
6'
Unpaved shoulders
4" ACWS.
1"-0" Aggregate
16" min.
1½
1
1½
1
Twin Culverts
Flow
100'±

NEW ROADWAY SECTION

KAPPLER ROAD
CULVERT RECONST.
Columbia County

Date: May 23, 1984

PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30153
Project No. BRS-A745(2)
Milton Cr. (Kappler Rd.) Bridge Sec.
County Road
Columbia County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 28, 1984.

A copy of the State Clearinghouse review conclusions was previously forwarded.

DRH:bkb
Attachments
cc: E.L. Hardt (Metro)
Wayne Schulte (Metro)
Karen Bunk (Metro)
Michael Shultz w/att.
General Files

Budget Bureau No. 41-R2067; Approval Exp

U.S. DEPARTMEN
BUREAU O

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. May 23, 1984

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rd., Approx. 3 mi. W of St. Helens	ADT	PRESENT 520	FUTURE ---- (66) (70)	YEAR ---- (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 One Bridge	NATL. FOREST (63) (65)	FA ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 BRS- 20	NUMBER 7 A745	SEQ. NO. (2) 13

CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement (20% Off-System/On-System)	COUNTY NAME Columbia			CODE 009 (14) (16)	PRO
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. S	FEDERAL-AID A745 (32)	STATE Co. Rd. (36) (37)	U.S. --- (41)	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS County	CHA PRO (Ful
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**								
5					**ROW**								
5					**CONST** (CODE) X081	(08)	"Milton Cr. (Kappler Rd.) Br. Sec."	0.081	175,000	140,000		35,000	
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.081	175,000	140,000		35,000	
1	14	PROGRAM APPROVAL DATES					10-1-83 7-15-83		(18) (23)	(24) (33)			

REMARKS
Additional Data: Item No. 30153; Project
No. BHS-A745(1).

Key #01820

New S.F. 36.4

USCOMM DU

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

May 23, 1984

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Approx. 3 mi. W of St. Helens		520	----	----	10	Oregon	41	114	30153

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Bridge								BRS-	A745	(2)		

AL FUNDS Bridge Replacement (20% Off-System/On-System)

COUNTY NAME Columbia CODE 009

AREA ---

ROUTE NO. S FEDERAL-AID A745 STATE Co. Rd. U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) X081	(08)	"Milton Cr. (Kappler Rd.) Br. Sec."	0.081	175,000	140,000		35,000	
ARED BY DRH			PROJECT TOTALS	0.081	175,000	140,000		35,000	

RAM APPROVAL DATES 10-1-83
7-15-83

REMARKS
Additional Data: Item No. 30153; Project No. BHS-A745(1).

New S.F. 36.4

-over

820

USCOMM DUSCOMM-DC 48903-P61

Milton Cr. (Kappler Rd.) Br. Sec.

Remarks continued:

Project Data: Work under this project consists of 1) construct one precast prestressed Deck Bulb-tee beam bridge (No. 13701A) length 100 feet with 28 feet HC; 2) construct approaches requiring grade, drain and H-T pave a 28 ft. roadbed section; 3) remove culverts as directed; 4) utility adjustments as required; and 5) incidental work common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7901 complying with Section 116, Title 23 USC and Paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 7-19-83.

Note:
1) This is in Congressional District No. 1.
2) Included in the approved bridge replacement inventory list with sufficiency rating of ~~0.0.~~ 36.4
3) Included in 6 Yr. HIP on Page 121.

INDEX OF SHEETS

DESCRIPTION

[illegible]

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING, PAVING & STRUCTURE

MILTON CR. (KAPPLER RD.) BR. SEC.

KAPPLER ROAD (CO. RD. NO. 1083)

FAS A745

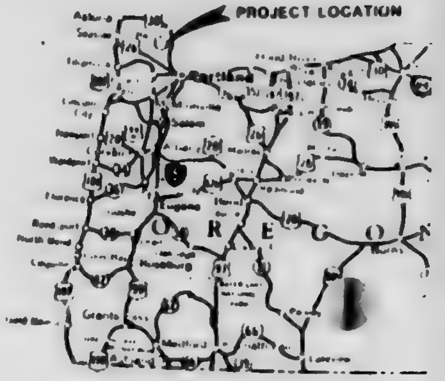
COLUMBIA COUNTY

MILTON CREEK (KAPPLER RD.) BR. SE

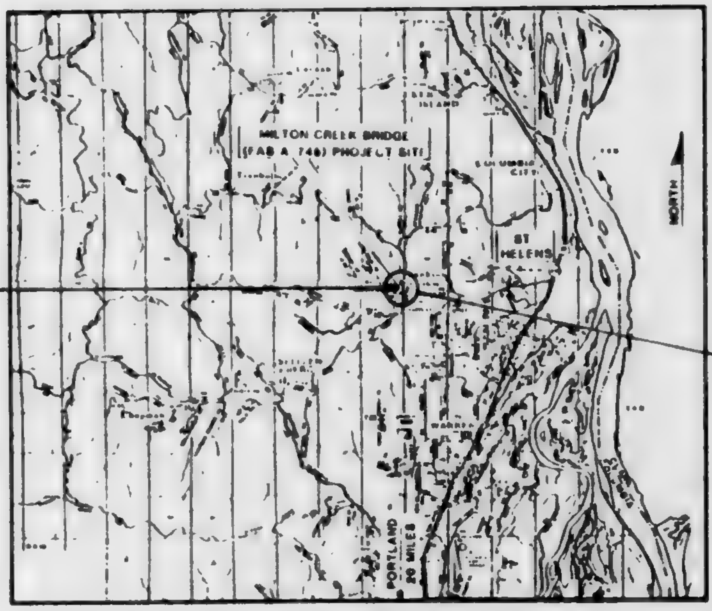
FAS A745 KAPPLER ROAD

COLUMBIA COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER
10	OREGON	BHS-A745


PROJECT LOCATION
O R E G O N

PROJECT BHS - A745(1)


MILTON CREEK BRIDGE (FAS A 745) PROJECT SITE
COLUMBIA CITY
ST HELENS
NORTH
PORTLAND 20 MILES

30153

VICINITY MAP

0 1 2 3 4
SCALE IN MILES

OREGON TRANSPORTATION COMMISSION

Anthony R. Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

PLANS PREPARED

COLUMBIA COU

OBEC CONSULTING E

ADVANCE PLANS
NOT FOR CONSTRUCTION

DATE APR 24 1984

PLANS AND SPECIFIC
APPROVED BY:

TITLE

OREGON DEPARTMENT OF TRAN
CONCURRENCE

ASSISTANT STATE HIGHWAY ENGINEE

DEPARTMENT OF TRANSPO
FEDERAL HIGHWAY ADMINIS

APPROVED.

FIELD OPERATIONS ENGINEER

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Memo ~~to the~~ File

DATE: August 2, 1984

FROM: Wayne F. Cobine
Federal Aid Engineer

SUBJECT: Milton Creek (Kappler Rd.) Culverts
Kappler Road
Columbia County
BRS-A745(2)

This date (8/2/84) I discussed the subject project with Tom Lowe, Area Engineer, FHWA and in particular the removal of the existing culverts.

He gave verbal authorization to proceed with County forces to remove the existing culverts as being in public interest at this time to eliminate delays to the contractor upon award later this year because of work restrictions in the stream.

Region to submit SFO for approval with documentation.

WFC:bkb

cc:✓Federal Aid
M.K. Shultz
Metro Region

8-3-84
cc: FHWA (TOM LOWE)

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
AUG 3 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

81-125-1387

Contains Recycled Materials

ORDER FOR FORCE WORK

ORDER No. 1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY Columbia County Forces CONTRACT No. ______
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Milton Creek (KAPPLER ROAD) Bridge Section DATE 8-6-84, 1984

HIGHWAY Kappler Road , Co. Rd. No. #1083 FAP No. BRS-A745(2)

COUNTY Columbia PREFIX 505-~~1009~~ 1011 FUNCTION 270-01

DESCRIPTION OF WORK TO BE DONE:

Excavate and dispose of existing roadway embankment, remove existing culverts, and remove existing concrete footing in middle of stream.

LOCATION BY STATION NUMBERS:

STA. 9 + 60 ± to STA. 10 + 90 ±

Effective date of authorization for work 8-23-84

ESTIMATE OF QUANTITIES & COSTS:

General excavation,	3,200 CY at $5.00/CY	=	$16,000.00
Remove culverts and footing,	lump sum	=	6,000.00
	Total:	=	$22,000.00

EXPLANATION:

Bid date for this project has been postponed because of delays in obtaining the additional right-of-way. The permit prohibits removal within the permit area between September 15 and July 1. To prevent waiting until July 1, 1985, to begin construction, it was decided to have Columbia County forces do the removal work within the permit area prior to September 15, 1984. This would allow the project to be bid and construction to begin in late 1984 or early 1985.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $______

Present estimate of costs including work under this Force Order . . . . . . $______

Estimated Overrun Underrun Amount . . . . . . $______

Estimated Overrun Underrun Percent ______

SUBMITTED BY: Gerry E. Bishop, ODEC

TITLE: Assistant Construction Engineer

APPROVAL RECOMMENDED: Ted Standen

TITLE: Roadmaster Col. Co. Rd. Dept.

APPROVAL RECOMMENDED: ______

TITLE: ______

APPROVAL RECOMMENDED: ______
Region Engineer

APPROVED: Wayne F. Colvin
For Gary A. Potter, Manager
Program Section

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79)

SP*70880-734

SEC. 1 & 2, T.4N., R.2W., W.M.

18V-59

MILTON CREEK (KAPPLER RD.) BR. SEC. FAS A-748 KAPPLER ROAD COLUMBIA COUNTY				SHEET No. 3
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BRS-A748(2)		

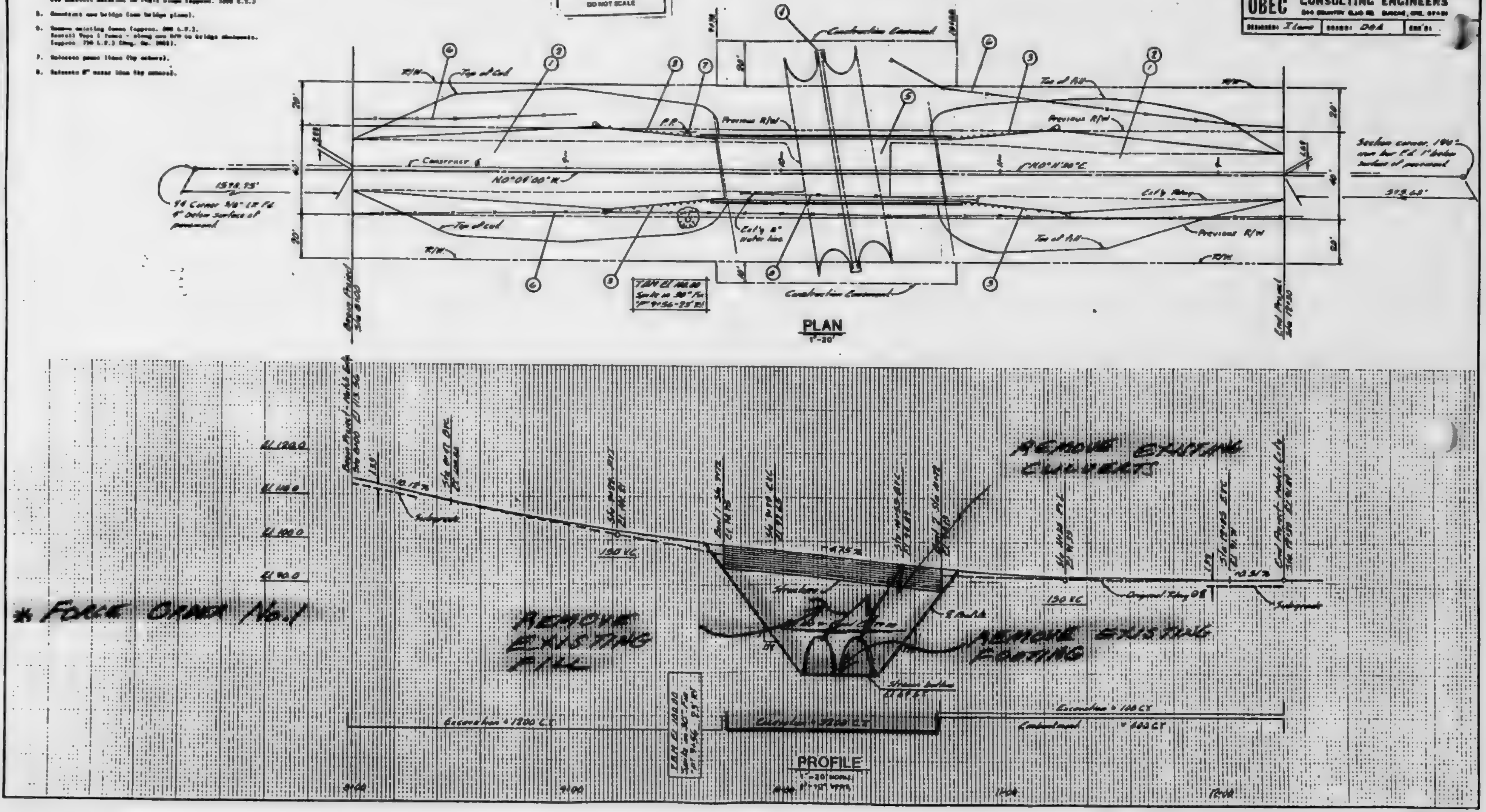
OBEC CONSULTING ENGINEERS

DESIGNED: J. [illegible] | DRAWN: DOA | CHK'D: [illegible]

1. Remove existing A/C. [illegible]
2. Construct Roadway - see typical sections. [illegible]
3. Construct [illegible] L.F. Type [illegible] and [illegible] L.F. Type [illegible] Guard Rail with [illegible] Type [illegible] End Pieces and [illegible] Type [illegible] Anchors. [illegible]
4. Remove 2 steel arch culverts and center footing. Remove old backfill material to [illegible] slope (approx. [illegible] C.Y.)
5. Construct new bridge (see bridge plans).
6. Remove existing fence (approx. [illegible] L.F.). Install Type 1 fence - along new R/W to bridge abutments. (approx. [illegible] L.F.) (Dwg. No. [illegible]).
7. Relocate power lines (by others).
8. Relocate 8" water line (by others).

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 46% OF THE ORIGINAL DRAWING.

DO NOT SCALE


Construction Easement
R/W
Top of Cut
Top of Fill
Previous R/W
P.P.
Construct ℄
N0°04'00"W
N0°11'30"E
City Water
City 8" water line
Previous R/W
1574.75'
Begin Project Sta 9+00
End Project Sta 12+30
TBM El 100.00
Section corner, 1⅛" iron bar & 1" below surface of pavement
¼ Corner ⅝" I.P. & 4" below surface of pavement
313.60'
20'
40'
El 120.0
El 110.0
El 100.0
El 90.0
Subgrade
Original Ground
130 V.C.
Excavation = 1200 C.Y.
Excavation = 1300 C.Y.
Excavation = 100 C.Y.
Embankment = 500 C.Y.
9+00
10+00
11+00
12+00
REMOVE EXISTING CULVERTS
REMOVE EXISTING FOOTING
REMOVE EXISTING FILL
* FORCE ORDER No. 1

PLAN
1" = 20'

PROFILE
1" = 20' HORIZ.
1" = 10' VERT.

File No. 4608

Date: August 15, 1984 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Force Order No. 1
Item No. 30153
Project No. BRS-A745(2)
Milton Creek (Kappler Road) Bridge Sec.
Columbia County

I am submitting three copies of an "Order for Force Work," to be performed by County forces and equipmental rental, covering the culvert removal construction phase of the subject project for which I request your approval and authorization to proceed at an estimated total cost of $22,000 with Federal funds of $17,600. Reimbursement will be claimed on actual cost basis.

This request is based on the fact that work is restricted within the stream bed between September 15, 1984 and July 1, 1985. A County crew is available to do this work immediately and I believe it is cost effective for they can accomplish the removal work within the work area prior to September 15. This will allow the project, once the right-of-way is acquired, to go to bid and construction begin in late 1984 or early 1985.

I further request confirmation of Mr. Lowe's verbal authorization to proceed with the work by County Forces effective August 2, 1984.

JLG:me
Attachments
cc: M.K. Shultz
General Files

OREGON STATE HIGHWAY DEPARTMENT

TO: WAYNE COBINE	
SUBJECT: KAPPLER RD FORCE ORDER	FROM: JON ROSE - METRO REGION
DATE: 8-8-84	

The attached Columbia County "County FORCE ORDER" was prepared in an effort to expedite removal of the failed Kappler Road culverts before expiration of the Wildlife Commission permit to work in Milton Creek. (Sept. 15) It may be impossible to secure FHWA approval because of a R/W problem which seems almost overwhelming but both our R/W people and the County officials are making a noble effort.

We don't want to be responsible for any delay as long is there is any hope so we would ask that you take any action possible at this time.

I'll let you know as there are new developments.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

CC: ____________________ ____________________ (SIGNATURE) ____________________ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

ORDER FOR FORCE WORK

ORDER No. 1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY Columbia County Forces CONTRACT No. ______
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Milton Creek (KAPPLER ROAD) Bridge Section DATE 8-6-84, 1984

HIGHWAY Kappler Road , Co. Rd. No. #1083 FAP No. BRS-A745(2)

COUNTY Columbia PREFIX 505-1009 FUNCTION 270-01

DESCRIPTION OF WORK TO BE DONE:

Excavate and dispose of existing roadway embankment, remove existing culverts, and remove existing concrete footing in middle of stream.

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STA. 9 + 60 ± to STA. 10 + 90 ±

ESTIMATE OF QUANTITIES & COSTS:

General excavation,	3,200 CY at $5.00/CY	=	$16,000.00
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	Total:	=	$22,000.00

EXPLANATION:

Bid date for this project has been postponed because of delays in obtaining the additional right-of-way. The permit prohibits removal within the permit area between September 15 and July 1. To prevent waiting until July 1, 1985, to begin construction, it was decided to have Columbia County forces do the removal work within the permit area prior to September 15, 1984. This would allow the project to be bid and construction to begin in late 1984 or early 1985.

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TITLE II PROJECTS NOT UNDER CONTRACT:
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $______

Present estimate of costs including work under this Force Order . . . . $______

Estimated Overrun/Underrun Amount . . . . . . $______

Estimated Overrun/Underrun Percent ______

SUBMITTED BY: Gerry E. Bishop, DAEC

TITLE: Assistant Construction Engineer

APPROVAL RECOMMENDED: Ted Standen

TITLE: Roadmaster Col. Co. Rd. Dept.

APPROVAL RECOMMENDED: ______

TITLE: ______

APPROVAL RECOMMENDED: ______
Region Engineer

APPROVED: Wayne F. Colvin
For Gary A. Potter, Manager
Program Section

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79) SP*79800-734

SEC. 1 & 2, T.4N., R.2W., W.M.

18V-59

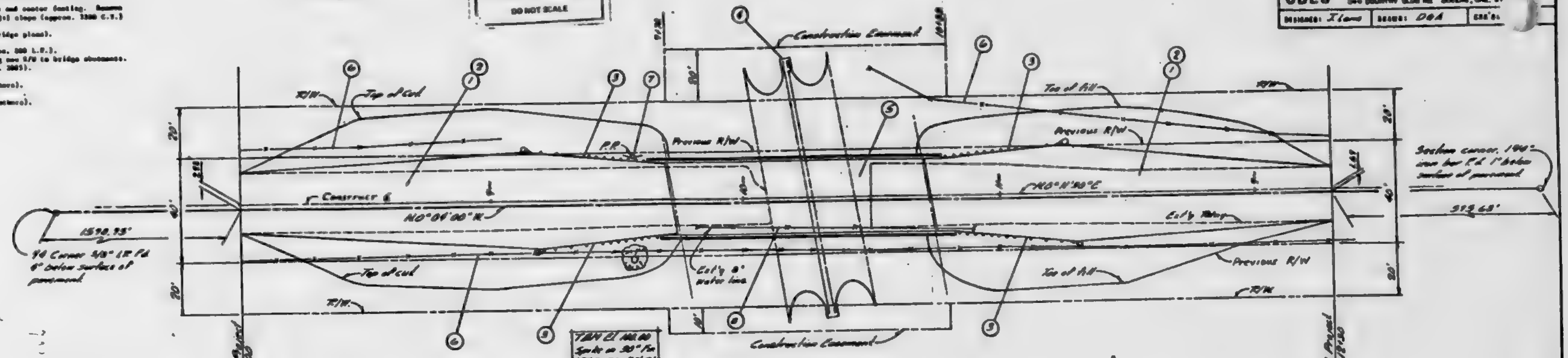
MILTON CREEK (KAPPLER RD.) BR. SEC. FAS A-746 KAPPLER ROAD COLUMBIA COUNTY				SHEET No. 3
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BRS-A746(2)		See Index

OBEC CONSULTING ENGINEERS

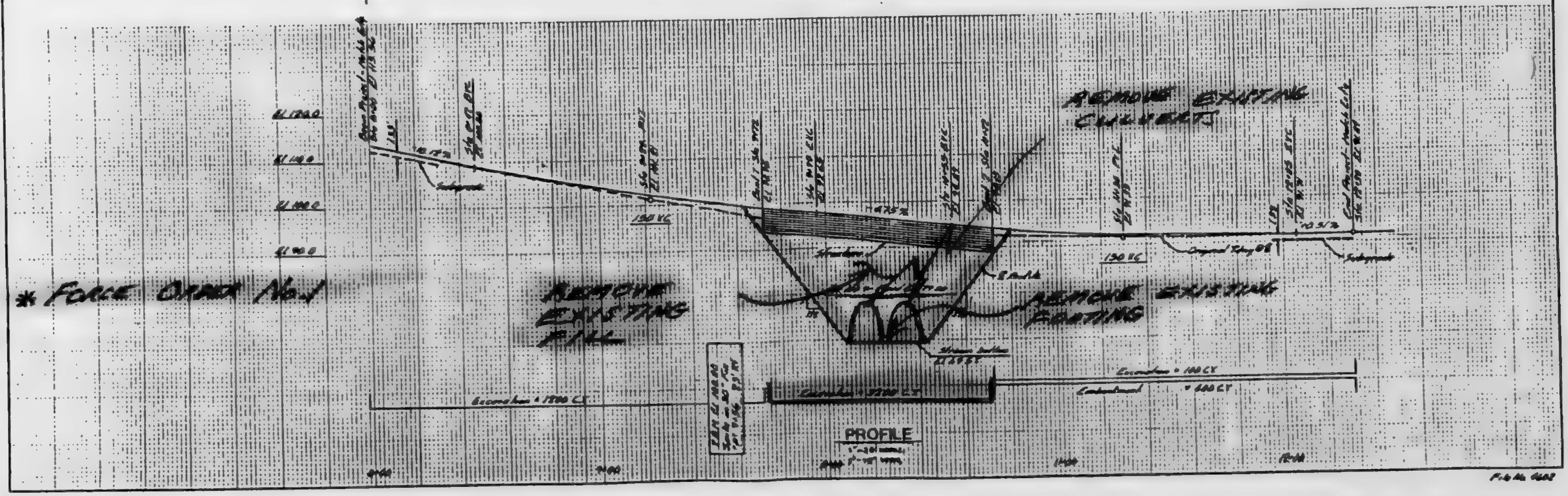
DESIGNED: *J. Lane* | DRAWN: *DGA* | CHK'D. BY:

1. Remove existing A/C.
   P 8+00 to P 12+30 (1300 S.Y.)
2. Construct Roadway - see typical sections
   P 8+00 to P 9+72 & P 10+73 to P 12+30
3. Construct 300 L.F. Type 3 and 100 L.F. Type 2A Guard Rail with 4 Type C End Pieces and 4 Type 1 Anchors.
4. Remove 2 steel arch culverts and center footing. Remove old backfill material to 1½:1 slope (approx. 1300 C.Y.)
5. Construct new bridge (see bridge plans).
6. Remove existing fence (approx. 800 L.F.).
   Install Type 1 fence - along new R/W to bridge abutments.
   (approx. 750 L.F.) (Dwg. No. 2803).
7. Relocate power lines (by others).
8. Relocate 8" water line (by others).

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.
DO NOT SCALE


Construction Easement
Top of Cut
Top of Fill
Previous R/W
R/W
Construct ℄
Section corner
Begin Project
End Project
20'
40'

PLAN
1"=20'


REMOVE EXISTING CULVERTS
REMOVE EXISTING FILL
REMOVE EXISTING FOOTING
Subgrade
150 V.C.
Original Ground
Excavation = 1900 C.Y.
Excavation = 100 C.Y.
Embankment = 600 C.Y.

* FORCE ORDER No. 1

PROFILE

File No. 4603

OBEC CONSULTING ENGINEERS

TO: Oregon Dept of Transportation
9002 S. E. McLoughlin Boulevard
Milwaukie, OR 97222

DATE: August 6, 1984

ATTENTION: Mr. Jon Rose
Fed. Aid Engineer

RE: Milton Creek (Kappler Road)
Bridge Section
OBEC Job No. 109-26

We are sending you:

Herewith:

By Mail________
By Messenger XX

Under Separate Cover:

By Mail________
By Messenger________

Description:

Force Order No. 1 for embankment removal and culvert removal to be performed by Columbia County forces.

Remarks: I have attached a drawing from the plans for this project showing the work to be performed and a copy of our engineer's estimate which shows that we had estimated this work to cost $22,000.

Very truly yours,

OBEC Consulting Engineers

By Jerry E. Bishop
Jerry E. Bishop
Asst. Constr. Engineer

[illegible]
[illegible] Col. Co. Rd Dept,

JEB/cam
Enclosures

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

ENGINEER'S ESTIMATE JUNE 27, 1984 File 109-26

Milton Creek (Kappler Road) Bridge Section
Grading, Paving and Structure

BID SCHEDULE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
1.	Mobilization	Lump Sum	All	Lump Sum	$ 12,000.
2.	Temporary Protection & Direction of Traffic	Lump Sum	All	Lump Sum	$ 1,000.
3.	Temporary Signs	Sq.Ft.	77	$ 10.00	$ 770.
4.	Temporary Barricades	Each	4	$ 75.00	$ 300.
5.	Temporary Concrete Barrier, Reflectorized	Lin.Ft.	75	$ 10.00	$ 750.
ROADWORK					
6.	Clearing and Grubbing	Lump Sum	All	Lump Sum	$ 1,000.
7.	Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	$ 3,000.
8.	Removal of Culverts	Lump Sum	All	Lump Sum	$ 6,000.
9.	General Excavation	Cu.Yd.	~~4500~~ 3200	$ 5.00	$ ~~22,500.~~ 16,000
10.	1"-0 Aggregate Base	Ton	850	$ 8.00	$ 6,800.
11.	Class "C" Asphalt Concrete	Ton	310	$ 35.00	$ 10,850.
12.	Guard Rail,Type 2A	Lin. Ft.	100	$ 15.00	$ 1,500.
13.	Guard Rail, Type 3	Lin.Ft.	100	$ 25.00	$ 2,500.
14.	Guard Rail Anchors, Type 1	Each	4	$ 300.00	$ 1,200.
15.	Rail End Pieces, Type C	Each	4	$ 75.00	$ 300.

SEC. 1 & 2, T

1. Remove existing A/C.
   P 8+00 to P 12+30 (1100 S.Y.)
2. Construct Roadway - see typical sections
   P 8+00 to P 9+72 & P 10+72 to P 12+30
3. Construct 100 L.F. Type 3 and 100 L.F. Type 2A Guard Rail with 4 Type C End Pieces and 4 Type 1 Anchors.
   (DWG. NO's 8180, 8180A, 8180D, 8180F, 8180G, 8180H, 8180I)
4. Remove 2 steel arch culverts and center footing. Remove old backfill material to 1½:1 slope (approx. 3200 C.Y.)
5. Construct new bridge (see bridge plans).
6. Remove existing fence (approx. 800 L.F.).
   Install Type 1 fence - along new R/W to bridge abutments. (approx. 750 L.F.) (Dwg. No. 2065).
7. Relocate power lines (by others).
8. Relocate 8" water line (by others).

NOTE
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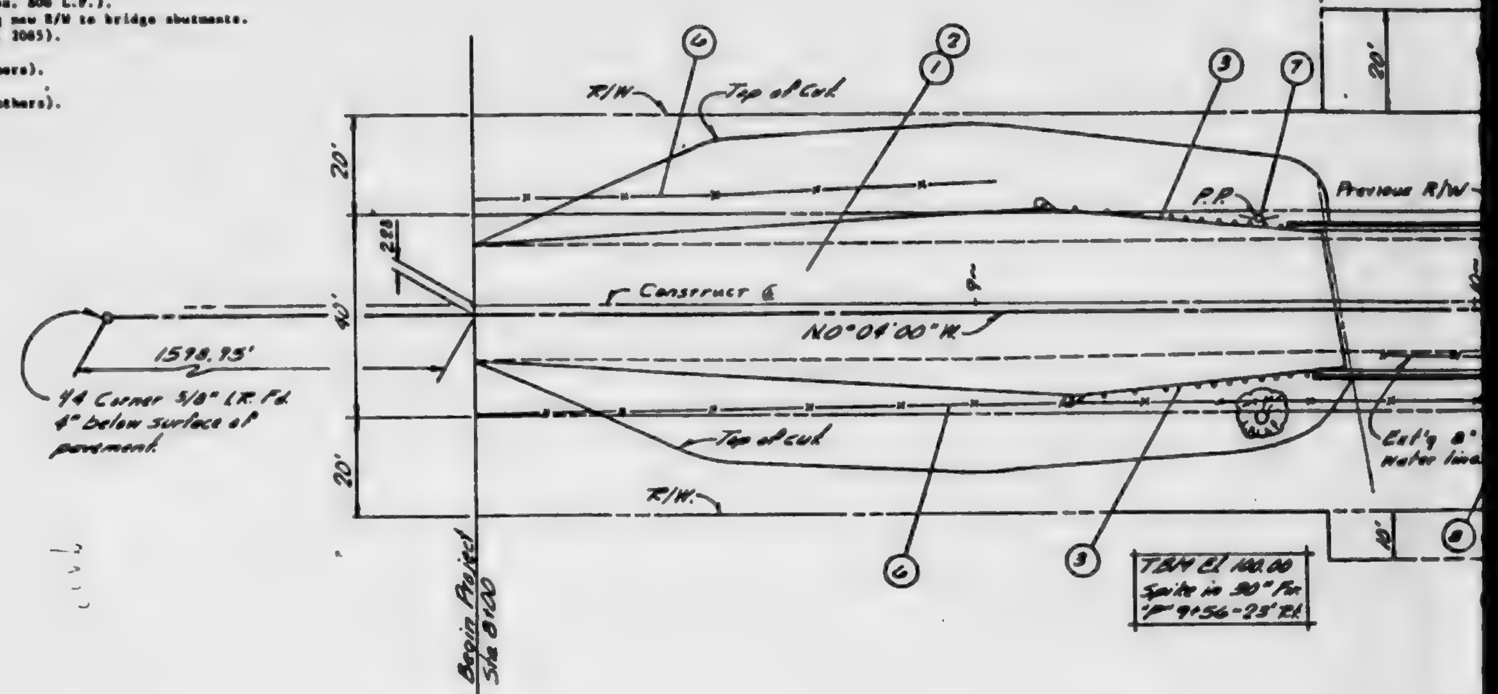
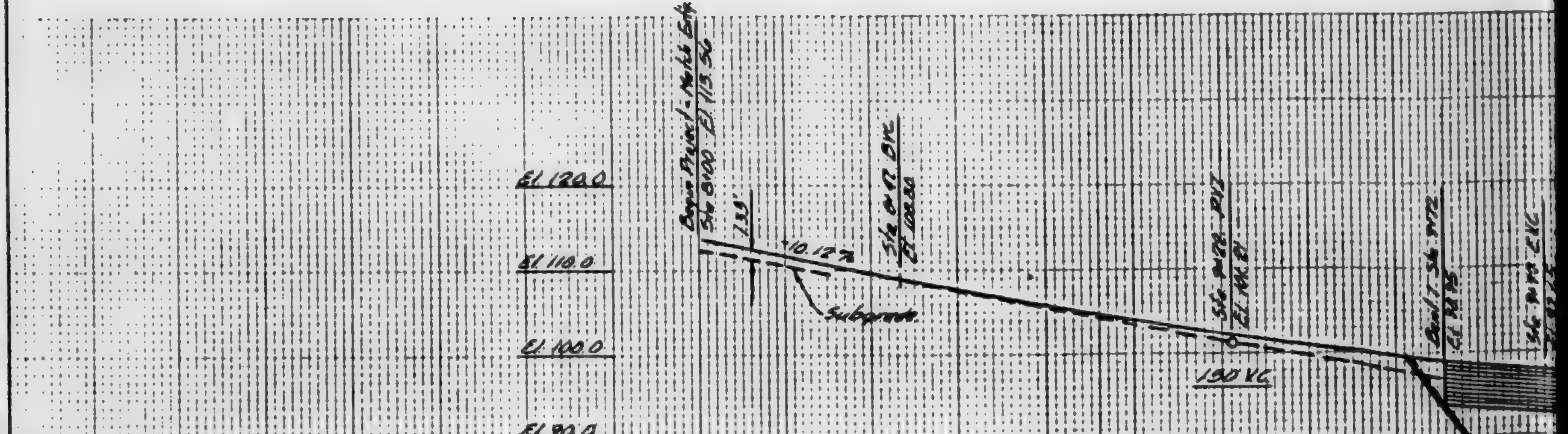

R/W
Top of Cut
Previous R/W
P.P.
Construct ℄
N0°04'00"W
1598.95'
1/4 Corner 5/8" I.R. Fd. 4" below surface of pavement.
Top of cut
R/W
Ex'g 8" water line
TBM El. 100.00 Spike in 30" Pine P 9+56 - 25' Rt.
Begin Project Sta 8+00
20'
40'
20'
20'
10'
9+72
①
②
③
⑥
⑦


Begin Project - Match Exist. Sta 8+00 El 113.56
El 120.0
El 110.0
El 100.0
El 90.0
+10.12%
Subgrade
Sta 8+17 BVC El 108.80
Sta 9+09 PVI El 101.81
190 VC
Bent 1 Sta 9+72
Sta 9+99 EVC
Excavation ≈ 1200 C.Y.
T.B.M. El. 100.00 Spike in 30" Pine P 9+56 25' Rt.
8+00
9+00

* FORCE ORDER No. 1

REMOVE EXISTING FILL

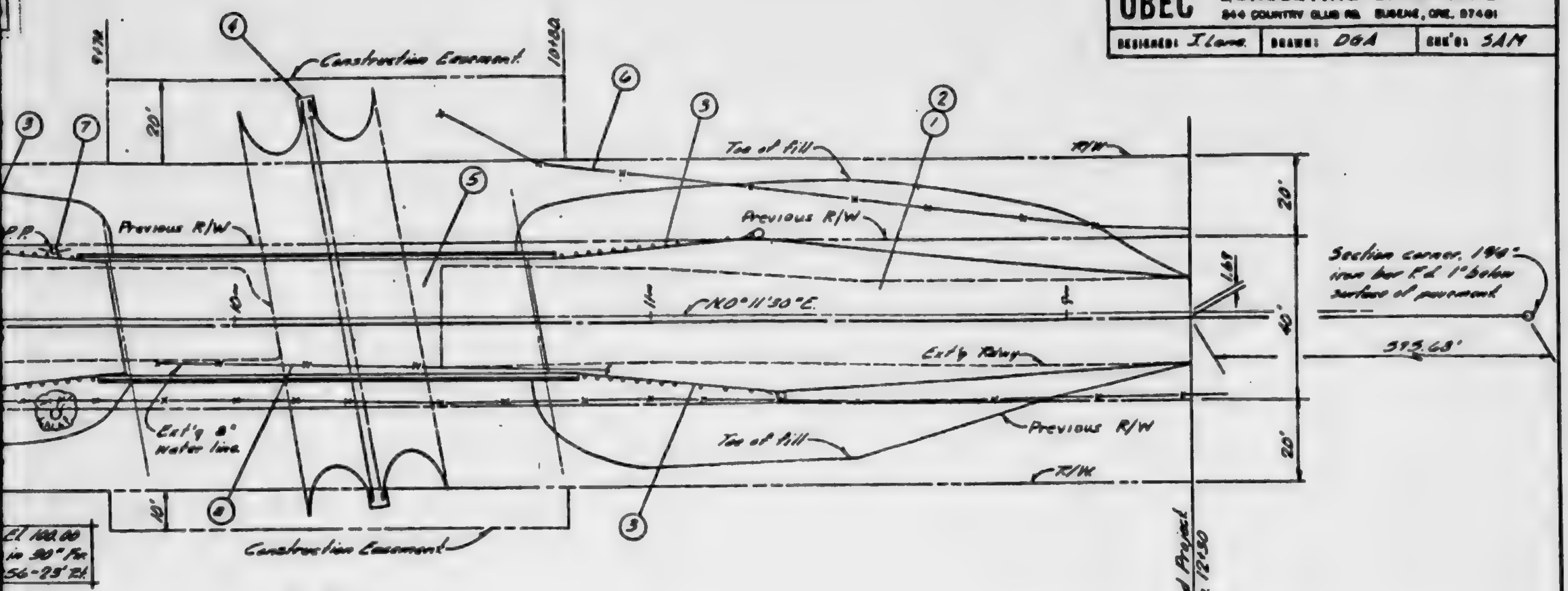
SEC. 1 & 2, T.4N., R.2W., W.M.

18V-59

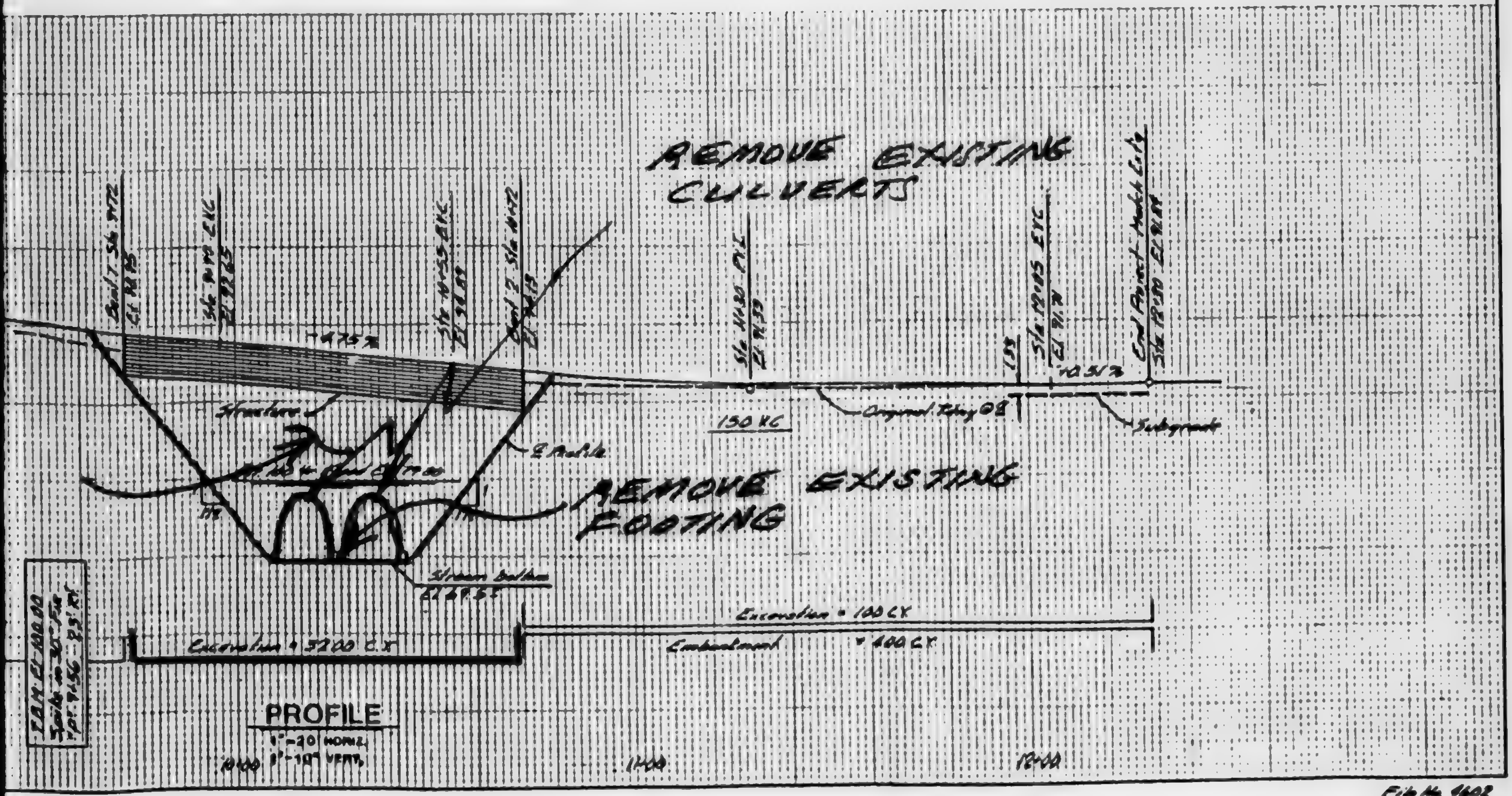
MILTON CREEK (KAPPLER RD.) BR. SEC. FAS A-746 KAPPLER ROAD COLUMBIA COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BRS-A746(2)		See Index

OBEC CONSULTING ENGINEERS
844 COUNTRY CLUB RD. EUGENE, ORE. 97401

DESIGNED: I Lane	DRAWN: DGA	CHK'D: SAM


Construction Easement
Construction Easement
Toe of Fill
Toe of Fill
R/W
R/W
Previous R/W
Previous R/W
Previous R/W
N0°11'30"E.
Ex't'g Txtwy
Ex't'g 8" water line
Section corner. 1¼" iron bar Fd. 1" below surface of pavement
575.63'
20'
20'
40'
20'
10'
End Project Sta. 12+50
1
2
3
3
3
4
5
6
7
8
El. 100.00
in 30" Fir
56-25' Rt.

PLAN
1"-20'


REMOVE EXISTING CULVERTS
REMOVE EXISTING FOOTING
Bent 1 Sta. 9+72 El. 98.75
Sta. 9+75 EVC El. 98.85
Sta. 10+55 BVC El. 98.89
Bent 2 Sta. 10+72 El. 98.73
Sta. 11+20 P.I. El. 98.33
Sta. 12+05 EVC El. 91.71
End Project Match Ex't'g Sta. 12+50 El. 98.88
-1.75%
+0.51%
150 VC
Structure
Profile
Original Txtwy
Subgrade
Stream Bottom El. 69.55
Excavation = 3200 C.Y.
Excavation = 100 C.Y.
Embankment = 400 C.Y.
T.B.M. El. 100.00 Spike in 30" Fir 9+56 25' Rt.
10+00
11+00
12+00

PROFILE
1"-20' HORIZ.
1"-10' VERT.

File No. 4602

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

8-21-84

Highway # 505
Columbia Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BHS-A745(1) Prefix 5-8238

Project Name Milton Creek (Kappler Rd) Culverts

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at St Helens, Oregon, this 21 day of August, 1984

County of Columbia

Robert L King
County Judge/Chairman

Robert M Hunt
Commissioner

Max W. Dillard
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 8-21-84

Instructions: Complete A or B and C.

OREGON STATE HIGHWAY D[illegible]ISION
120 DOT Building
Salem, Oregon 97310

High[illegible] # 505
Columbia Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BHS-A745(1) Prefix 5-8238

Project Name Milton Creek (Kappler Rd) Culverts

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

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B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
AUG 3 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at St. Helens, Oregon, this 21 day of August, 1984

County of Columbia

Robert L King
County Judge/Chairman

Robert M Hund
Commissioner

Commissioner

Certified By:

Kenneth Poefe
Regional Right-of-Way Supervisor
Date 8-21-84

Instructions: Complete A or B and C.
R/W File No.

BRS-A745(2)

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: August 22, 1984

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening September 27, 1984

Federal-aid Project No. BHS-A745(1) Highway No. 505

Federal-aid Project Name Milton Creek (Kappler Rd.) Culverts

County Columbia

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right-of-way and relocation for this project:

[ ] No additional right-of-way was acquired. Construction can be accomplished within the existing right-of-way.

[X] Right-of-way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right-of-way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[X] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

RH:jh

cc: J. H. Versteeg
Joe Gaither
Don Aman

[illegible]

81-128-1987

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 505
Columbia Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BHS-A745(1) Prefix 5-8238

Project Name Milton Creek (Kappler Rd) Culverts

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

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☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

AUG 21 1984
to Relocation Program Sec

Signed at St Helens, Oregon, this 21 day of August, 1984

County of Columbia

Robert L King
County Judge/Chairman

Robert M Hurd
Commissioner

Mary W Dillow
Commissioner

Certified By:
Kenneth Raefe
Regional Right-of-Way Supervisor
Date 8-21-84

Instructions: Complete A or B and C.

OREGON STATE HIGHWAY DIVISION 09/05/85 **PROGRESS ESTIMA**

SECTION MILTON CREEK (KAPPL R ROAD) BRIDGE
HIGHWAY KAPPLER ROAD (FAS-A745)
COUNTY COLUMBIA
TYPE WORK GRADING, PAVING AND STRUCTURE

SPE ED COMPLETION	EXTENSION	APPROVED
A) 05-31-85		
B)		
C)		

CONTRACTOR A. K. LUNDMARK & SON, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
00001	ED HARDT REGN ENGR						
00002	MIKE SMITH LIAISON ENGR						
00003	JOHN QUINER II LOC GOVT/CONSULTING ENGR						
001	MOBILIZATION	LUMP SUM	60000000	100000	600000	100000	600000
002	TEMPORARY PROTECTION & DIR OF TRAFFIC	LUMP SUM	12000000	100000	120000	100000	120000
003	TEMPORARY SIGNS	SQ FT	50000	77000	38500	71200	35600
004	TEMPORARY BARRICADES	EACH	500000	4000	20000	4000	20000
005	TEMPORARY CONCRETE BARRIER REFLEC	LIN FT	200000	75000	150000	60000	120000
00599	ROADWORK						

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 01

FORM 81 734 3498 REV. 9-72

EXTENSION	APPROVED	USED
		114 CD

CONTRACT NO. C09896

F.A.P. BRSA0745002

PREFIX C09896

AWARDED 00 00 80

ESTIMATE NO. 006

WORK DONE TO:

ESTIMATED DATE OF COMPLETION.

LUNDMARK & SON. INC.

SEMI FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/06		TO COMPLETE 85/00/00		GROUP P or N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
						11		
						11		
100000	600000	100000	600000			11		
100000	120000	100000	120000			11		
71200	35600	71200	35600			11		
4000	20000	4000	20000			11		
60000	120000	60000	120000			11		
						11		

OREGON STATE HIGHWAY DIVISION 09/05/85 **PROGRESS ESTIMA**

SECTION	MILTON CREEK (KAPPLER ROAD) BRIDGE	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	KAPPLER ROAD (FAS-A745)	A) 05-31-85 B) C)		
COUNTY	COLUMBIA			
TYPE WORK	GRADING, PAVING AND STRUCTURE	CONTRACTOR	A. K. LUNDMARK & SON, INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
006	CLEARING AND GRUBBING	LUMP SUM	10000000	100000	100000	100000	100000
007	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	15000000	100000	150000	100000	150000
008	GENERAL EXCAVATION	CU YD	50000	1300000	650000	1321000	660500
009	1"-0 AGGREGATE BASE PA #1	TON	100000	850000	850000		
010	CLASS C ASPHALT CONCRETE	TON	415000	310000	1286500	267150	1108673
011	GUARD RAIL TYPE 2A PA #2	LIN FT	180000	100000	180000	150000	270000
012	GUARD RAIL TYPE 3	LIN FT	320000	100000	320000	100000	320000
013	GUARD RAIL ANCHORS TYPE 1	EACH	3500000	4000	140000	4000	140000
014	RAIL END PIECES TYPE C	EACH	850000	4000	34000	4000	34000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM 81 734 3498 REV 9 72

EXTENSION

APPROVED

USED
114 CD

CONTRACT NO. C09896
F.A.P. BRSA0745002

WORK DONE TO:

PREFIX C09896
AWARDED 00 00 80
ESTIMATE NO. 006

ESTIMATED DATE
OF COMPLETION.

LUNDMARK & SON, INC.

SEMI FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/06		TO COMPLETE 85/00/00		GROUP P OR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	100000	100000	100000			11		
100000	150000	100000	150000			11		
1321000	660500	1321000	660500			11		
						11		
267150	1108673	267150	1108673			11		
150000	270000	150000	270000			11		
100000	320000	100000	320000			11		
4000	140000	4000	140000			11		
4000	34000	4000	34000			11		

OREGON STATE HIGHWAY DIVISION 09/05/85 **PROGRESS ESTIMA**

SECTION MILTON CREEK (KAPPLER ROAD) BRIDGE
HIGHWAY KAPPLER ROAD (FAS-A745)
COUNTY COLUMBIA
TYPE WORK GRADING, PAVING AND STRUCTURE

SPEC .D COMPLETION
A) 05-31-85
B)
C)
EXTENSION
APPROVED

CONTRACTOR A. K. LUNDMARK & SON, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
015	EXTRA FOR ASPHALT APPROACHES	EACH	2250000	4000	90000	4000	90000
016	TYPE 1 FENCE SEE P.A. #6	LIN FT	40000	750000	300000		
01699	STRUCTURE						
017	STRUCTURE EXCAVATION	CU YD	100000	40000	40000	95000	95000
018	SPECIAL WALL BACKFILL	CU YD	200000	20000	40000	22400	44800
019	FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	35000000	100000	350000	100000	350000
020	FURNISH HP10X42 STEEL PILING	LIN FT	130000	270000	351000	205000	266500
021	DRIVE STEEL PILES	LIN FT	10000	270000	27000	247000	24700
022	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	180000000	100000	1800000	100000	1800000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 03

FORM 81 734 3498 REV 9 72

EXTENSION	APPROVED	USED
		114 CD

CONTRACT NO. C09896
F.A.P. BRSA0745002
PREFIX C09896
AWARDED 00 00 80
ESTIMATE NO. 006

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

LUNDMARK & SON, INC.

SEMI FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/06		TO COMPLETE 85/00/00		GROUP P OR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
4000	90000	4000	90000			11		
						11		
						11		
95000	95000	95000	95000			11		
22400	44800	22400	44800			11		
100000	350000	100000	350000			11		
205000	266500	205000	266500			11		
247000	24700	247000	24700			11		
100000	1800000	100000	1800000			11		

OREGON STATE HIGHWAY DIVISION 09/05/85 **PROGRESS ESTIM**

SECTION MILTON CREEK (KAPPLER ROAD) BRIDGE
HIGHWAY KAPPLER ROAD (FAS-A745)
COUNTY COLUMBIA
TYPE WORK GRADING, PAVING AND STRUCTURE

SPECIFIED COMPLETION
A) 05-31-85
B)
C)

EXTENSION

APPROVED

CONTRACTOR A. K. LUNDMARK & SON, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
023	100-105' DECK BULB TEE PRESTRESSED BM	EACH	125000000	4000	5000000	4000	5000000
024	REINFORCEMENT	LUMP SUM	45000000	100000	450000	100000	450000
025	GUARD RAIL CONNECTIONS	EACH	3000000	4000	120000	4000	120000
	TOTALS FOR ORIG. CONTRACT				13207000		11919773
	PRICE AGREEMENTS						
3001A	SUBSTITUTE 3/4"-0 AGGR BASE	CU YD	100000			1007640	1007640
3002A	INCREASE BI 11						
3005A	EXTRA EXCAVATION	CU YD	120000			63000	75600
3005B	FURNISH & PLACE FILTER FABRIC	SQ YD	16500			572100	94397

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 04

34 3498 REV 9 72

XTENSION	APPROVED	USED
		114 CD

CONTRACT NO. C09896
F.A.P. BRSA0745002

PREFIX C09896
AWARDED 00 00 80
ESTIMATE NO. 006
SEMI FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

UNDMARK & SON, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/06		TO COMPLETE 85/00/00		GROUP P OR N	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
4000	5000000	4000	5000000			11		
100000	450000	100000	450000			11		
4000	120000	4000	120000			11		
	11919773		11919773					
1007640	1007640	1007640	1007640			11		
						11		
63000	75600	63000	75600			11		
572100	94397	572100	94397			11		

OREGON STATE HIGHWAY DIVISION 09/05/85 **PROGRESS ESTIMA**

SECTION MILTON CREEK (KAPPLER ROAD) BRIDGE
HIGHWAY KAPPLER ROAD (FAS-A745)
COUNTY COLUMBIA
TYPE WORK GRADING, PAVING AND STRUCTURE

SPECIFIED COMPLETION
A) 05-31-85
B)
C)

EXTENSION

APPROVED

CONTRACTOR A. K. LUNDMARK & SON, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
3006A	CHANGE TYPE 1 FENCE DELETE B.I. 16 LIN FT		50000			873000	436500
	SUB-TOTAL P. A.						1614137
	ADJUSTMENTS						
6001A	LIQ DAMAGES	DAY	-1500000			4000	-60000
	SUB-TOTAL ADJ.						-60000
	TOTALS ALL EXCEPT F.A.						13473910
	* TOTAL PAY COSTS				13207000		13473910
	STATE FORCE ORDERS						
92001	EXC & REMOVE CULVERT						
	SUB-TOTAL STATE FORCES						
	ADD. ANTICIP. ITEMS						
94001	TEMPORARY EROSION CONTROL				200000		200000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 05

FORM 81 734 3498 REV 9 72

EXTENSION

APPROVED

USED
114 CD

CONTRACT NO. C09896
F.A.P. 8RSA0745002

PREFIX C09896
AWARDED 00 00 80
ESTIMATE NO. 006
SEMI FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

LUNDMARK & SON, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/06		TO COMPLETE 85/00/00		GROUP P OR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
873000	436500	873000	436500			11		
	1614137		1614137					
4000	-60000	4000	-60000			11		
	-60000		-60000					
	13473910		13473910					
	13473910		13473910					
						11		
	200000				200000	11		

OREGON STATE HIGHWAY DIVISION 09/05/85 **PROGRESS ESTIMA**

SECTION MILTON CREEK (KAPPLER ROAD) BRIDGE
HIGHWAY KAPPLER ROAD (FAS-A745)
COUNTY COLUMBIA
TYPE WORK GRADING, PAVING AND STRUCTURE

SPECIFIED COMPLETION
A) 05-31-85
B)
C)

EXTENSION
APPROVED

CONTRACTOR A. K. LUNDMARK & SON, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
94002	ROADSIDE SEEDING&MULCHING				50000		50000
98999	CONTINGENCIES				605565		
99999	ENGINEERING				1211130		2297500
	GRAND TOTALS				15273695		16021410

RESIDENT ENGINEER ------------------------- DATE ---------- DIVISION ENGINEER ---

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 06

FORM 81 734 3498 REV. 9 72

EXTENSION	APPROVED	USED
		114 CD

CONTRACT NO. C09896
F.A.P. BRSA0745002
PREFIX C09896
AWARDED 00 00 80
ESTIMATE NO. 006
SEMI FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

LUNDMARK & SON, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/06		TO COMPLETE 85/00/00		GROUP P or N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	50000				50000	11		
	2297500		2297500					
	16021410		15771410		250000			

DIVISION ENGINEER ---------------------------- DATE ----------

OREGON STATE HIGHWAY DIVISION 09/05/85 **PROGRESS ESTIM**

SECTION MILTON CREEK (KAPPLER ROAD) BRIDGE

HIGHWAY KAPPLER ROAD (FAS-A745)

COUNTY COLUMBIA

TYPE WORK GRADING, PAVING AND STRUCTURE

SPECIFIED COMPLETION
A) 05-31-85
B)
C)

EXTENSION

APPROVED

CONTRACTOR A. K. LUNDMARK & SON, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
PART CODE	EXPENDITURE AUTHORIZATION	SUBJOB	PERCENTAGE	PROJECT ID		VENDOR-NA	
10	C09896	010	100.00	NOTAPPLICABLE		COLUMBIA COUNTY	
11	C09896	011	80.00	BRS	A745 002	FEDERAL HIGHWAY ADM	
11	C09896	011	20.00	BRS	A745 002	COLUMBIA COUNTY	

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 07

FORM 81 734 3498 REV. 9 72

EXTENSION	APPROVED	USED
		114 CD

CONTRACT NO. C09896
F.A.P. BRSA0745002
PREFIX C09896
AWARDED 00 00 80
ESTIMATE NO. 006
SEMI FINAL

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

LUNDMARK & SON, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/06		TO COMPLETE 85/00/00		GROUP P OR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
VENDOR-NAME								
COLUMBIA COUNTY								
FEDERAL HIGHWAY ADMINISTRATION								
COLUMBIA COUNTY								

OREGON STATE HIGHWAY DIVISION 10/15/85 **PROGRESS ESTIM**

SECTION MILTON CREEK (KAPPLER ROAD) BRIDGE
HIGHWAY KAPPLER ROAD (FAS-A745)
COUNTY COLUMBIA
TYPE WORK GRADING, PAVING AND STRUCTURE

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	05-31-85	4	10-03-85
B)			
C)			

CONTRACTOR A. K. LUNDMARK & SON, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
00001	ED HARDT REGN ENGR						
00002	MIKE SMITH LIAISON ENGR						
00003	JOHN QUINER II LOC GOVT/CONSULTING ENGR						
001	MOBILIZATION	LUMP SUM	60000000	100000	600000	100000	600000
002	TEMPORARY PROTECTION & DIR OF TRAFFIC	LUMP SUM	12000000	100000	120000	100000	120000
003	TEMPORARY SIGNS	SQ FT	50000	77000	38500	71200	35600
004	TEMPORARY BARRICADES	EACH	500000	4000	20000	4000	20000
005	TEMPORARY CONCRETE BARRIER REFLEC	LIN FT	200000	75000	150000	60000	120000
00599	ROADWORK						

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM 81-734-3498 REV. 8-85

XTENSION	APPROVED	USED
	10-03-85	114 CD

CONTRACT NO. C09896

F.A.P. BRSA0745002

E.A. C09896

AWARDED 00 00 80

ESTIMATE NO. 007

POST SEMI-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

UNDMARK & SON, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/06		TO COMPLETE 85/00/00		PARTICI PATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
						11		
						11		
100000	600000	100000	600000			11		
100000	120000	100000	120000			11		
71200	35600	71200	35600			11		271—
4000	20000	4000	20000			11		
60000	120000	60000	120000			11		100—
						11		

OREGON STATE HIGHWAY DIVISION 10/15/85 **PROGRESS ESTIM**

SECTION MILTON CREEK (KAPPLER ROAD) BRIDGE
HIGHWAY KAPPLER ROAD (FAS-A745)
COUNTY COLUMBIA
TYPE WORK GRADING, PAVING AND STRUCTURE

SPECIFIED COMPLETION	EXTENSION	APPROVED
A) 05-31-85	4	10-03-85
B)		
C)		

CONTRACTOR A. K. LUNDMARK & SON, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
006	CLEARING AND GRUBBING	LUMP SUM	10000000	100000	100000	100000	100000
007	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	15000000	100000	150000	100000	150000
008	GENERAL EXCAVATION	CU YD	50000	1300000	650000	1372050	686025
009	1"-0 AGGREGATE BASE PA #1	TON	100000	850000	850000		
010	CLASS C ASPHALT CONCRETE	TON	415000	310000	1286500	267150	1108673
011	GUARD RAIL TYPE 2A PA #2	LIN FT	180000	100000	180000	150000	270000
012	GUARD RAIL TYPE 3	LIN FT	320000	100000	320000	100000	320000
013	GUARD RAIL ANCHORS TYPE 1	EACH	3500000	4000	140000	4000	140000
014	RAIL END PIECES TYPE C	EACH	850000	4000	34000	4000	34000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
	10-03-85	114 CD

CONTRACT NO. C09896
F.A.P. BRSA0745002
E.A. C09896
AWARDED 00 00 80
ESTIMATE NO. 007

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

LUNDMARK & SON, INC.

POST SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/06		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	100000	100000	100000			11		
100000	150000	100000	150000			11		
1372050	686025	1372050	686025			11		
						11		1,580–
267150	1108673	267150	1108673			11 ✓		1,778 –
150000	270000	150000	270000			11		
100000	320000	100000	320000			11		
4000	140000	4000	140000			11		
4000	34000	4000	34000			11		

OREGON STATE HIGHWAY DIVISION 10/15/85 **PROGRESS ESTIM**

SECTION	MILTON CREEK (KAPPLER ROAD) BRIDGE	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	KAPPLER ROAD (FAS-A745)	A) 05-31-85	4	10-03-8
COUNTY	COLUMBIA	B)		
		C)		
TYPE WORK	GRADING, PAVING AND STRUCTURE	CONTRACTOR	A. K. LUNDMARK & SON, INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
015	EXTRA FOR ASPHALT APPROACHES	EACH	2250000	4000	90000	4000	90000
016	TYPE 1 FENCE SEE P.A. #6	LIN FT	40000	750000	300000		
01699	STRUCTURE						
017	STRUCTURE EXCAVATION	CU YD	100000	40000	40000	95000	95000
018	SPECIAL WALL BACKFILL	CU YD	200000	20000	40000	22240	44480
019	FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	35000000	100000	350000	100000	350000
020	FURNISH HP10X42 STEEL PILING	LIN FT	130000	270000	351000	205000	266500
021	DRIVE STEEL PILES	LIN FT	10000	270000	27000	245500	24550
022	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	180000000	100000	1800000	100000	1800000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 03

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
	10-03-85	114 CD

CONTRACT NO. C09896
F.A.P. BRSA0745002
E.A. C09896
AWARDED 00 00 80
ESTIMATE NO. 007
POST SEMI-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

LUNDMARK & SON, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/06		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
4000	90000	4000	90000			11		
						11	✓	1365 -
						11		
95000	95000	95000	95000			11		
22240	44480	22240	44480			11		
100000	350000	100000	350000			11		
205000	266500	205000	266500			11		515 -
245500	24550	245500	24550			11	✓	24 -
100000	1800000	100000	1800000			11		

OREGON STATE HIGHWAY DIVISION 10/15/85 **PROGRESS ESTIMA**

SECTION	MILTON CREEK (KAPPL . ROAD) BRIDGE	SPEC ED COMPLETION	EXTENSION	APPROVED
HIGHWAY	KAPPLER ROAD (FAS-A745)	A) 05-31-85	4	10-03-85
		B)		
COUNTY	COLUMBIA	C)		
TYPE WORK	GRADING, PAVING AND STRUCTURE	CONTRACTOR	A. K. LUNDMARK & SON, INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
023	100-105' DECK BULB TEE PRESTRESSED BMS	EACH	1250000000	4000	5000000	4000	5000000
024	REINFORCEMENT	LUMP SUM	45000000	100000	450000	100000	450000
025	GUARD RAIL CONNECTIONS	EACH	3000000	4000	120000	4000	120000
	TOTALS FOR ORIG. CONTRACT				13207000		11944828
	PRICE AGREEMENTS						
3001A	SUBSTITUTE 3/4"-0 AGGR BASE	CU YD	100000			1008240	1008240
3002A	INCREASE BI 11						
3003A	A/C MIX SPEC CHANGE						
3005A	EXTRA EXCAVATION	CU YD	120000			62890	75468

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 04

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
	10-03-85	114 CD

CONTRACT NO. C09896
F.A.P. BRSA0745002
E.A. C09896
AWARDED 00 00 80
ESTIMATE NO. 007

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

LUNDMARK & SON. INC.

POST SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/06		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
4000	5000000	4000	5000000			11		
100000	450000	100000	450000			11		
4000	120000	4000	120000			11		
	11944828		11944828					+ 12,621
1008240	1008240	1008240	1008240			11		
						11		
						11		
62890	75468	62890	75468			11		

OREGON STATE HIGHWAY DIVISION 10/15/85 **PROGRESS ESTI**

SECTION MILTON CREEK (KAPPL ROAD) BRIDGE
HIGHWAY KAPPLER ROAD (FAS-A745)
COUNTY COLUMBIA
TYPE WORK GRADING, PAVING AND STRUCTURE

	SPEC ED COMPLETION	EXTENSION	APPROVE
A)	05-31-85	4	10-03-8
B)			
C)			

CONTRACTOR A. K. LUNDMARK & SON, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
3005B	FURNISH & PLACE FILTER FABRIC	SQ YD	16500			572100	94397
3006A	CHANGE TYPE 1 FENCE DELETE B.I. 16	LIN FT	50000			873000	436500
	SUB-TOTAL P. A.				148 216 05		1614605
	ADJUSTMENTS						
6001A	LIQ DAMAGES	DAY	-1500000			4000	-60000
6002A	TIME EXTENSION APP 10-3-85	DAY	1500000			4000	60000
	SUB-TOTAL ADJ.						
	TOTALS ALL EXCEPT F.A.						13559433
	* TOTAL PAY COSTS				13207000		13559433
	STATE FORCE ORDERS						
92001	EXC & REMOVE CULVERT						

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 05

FORM 81-734-3498 REV. 8-85

TENSION

APPROVED 10-03-85

USED 114 CD

CONTRACT NO. C09896
F.A.P. BRSA0745002

WORK DONE TO:

E.A. C09896
AWARDED 00 00 80
ESTIMATE NO. 007

ESTIMATED DATE OF COMPLETION:

UNDMARK & SON, INC.

POST SEMI-FINAL

ORRECTED ESTIMATE		PERFORMED TO DATE 85/00/06		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
572100	94397	572100	94397			11		
873000	436500	873000	436500			11		
	1614605		1614605					
4000	-60000	4000	-60000			11		
4000	60000	4000	60000			11		
	13559433		13559433					
	13559433		13559433				+3,525	
						11		

OREGON STATE HIGHWAY DIVISION 10/15/85 **PROGRESS ESTIM**

SECTION MILTON CREEK (KAPPL ROAD) BRIDGE
HIGHWAY KAPPLER ROAD (FAS-A745)
COUNTY COLUMBIA
TYPE WORK GRADING, PAVING AND STRUCTURE

	SPE ED COMPLETION	EXTENSION	APPROVED
A)	05-31-85	4	10-03-8
B)			
C)			

CONTRACTOR A. K. LUNDMARK & SON, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
	SUB-TOTAL STATE FORCES ADD. ANTICIP. ITEMS						
94001	TEMPORARY EROSION CONTROL				200000		
94002	ROADSIDE SEEDING&MULCHING				50000		
98999	CONTINGENCIES				605565		
99999	ENGINEERING				1211130		2297500
					22 232 41		
					170 448 46		
	GRAND TOTALS				✓177,706 ~~15273695~~		163,328 99 15856933

RESIDENT ENGINEER ---------------------------- DATE ---------- DIVISION ENGINEER ---

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 06

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED			
	10-03-85	114 CD	CONTRACT NO. C09896 F.A.P BRSA0745002 E.A. C09896 AWARDED 00 00 80 ESTIMATE NO. 007	WORK DONE TO: ESTIMATED DATE OF COMPLETION:	

LUNDMARK & SON, INC.

POST SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/06		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
----------	----------	----------	----------	----------	----------	----------		
						11		
----------	----------	----------	----------	----------	----------	----------		
----------	----------	----------	----------	----------	----------	----------		
	2297500		2297500					
	163,358 99							
	15856933		15856933				+4,397	

DIVISION ENGINEER ------------------------------ DATE ----------

OREGON STATE HIGHWAY DIVISION 10/15/85 **PROGRESS ESTIN**

SECTION MILTON CREEK (KAPPL[illegible] ROAD) BRIDGE

HIGHWAY KAPPLER ROAD (FAS-A745)

COUNTY COLUMBIA

TYPE WORK GRADING, PAVING AND STRUCTURE

SPEC[illegible]ED COMPLETION
A) 05-31-85
B)
C)

EXTENSION 4

APPROVED 10-03-85

CONTRACTOR A. K. LUNDMARK & SON, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
PART CODE	EXPENDITURE AUTHORIZATION	SUBJOB	PERCENTAGE		PROJECT ID	VENDOR-NA	
10	C09896	010	100.00		NOT APPLICABLE	COLUMBIA COUNTY	
11	C09896	011	80.00		BRS A745 002	FEDERAL HIGHWAY ADM	
11	C09896	011	20.00		BRS A745 002	COLUMBIA COUNTY	

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 07

FORM 81-734-3498 REV. 8-85

XTENSION	APPROVED	USED
	10-03-85	114 CD

CONTRACT NO. C09896
F.A.P. BRSA0745002

WORK DONE TO:

E.A. C09896
AWARDED 00 00 80
ESTIMATE NO. 007
POST SEMI-FINAL

ESTIMATED DATE OF COMPLETION:

UNDMARK & SON, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/06		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT

VENDOR-NAME

COLUMBIA COUNTY

FEDERAL HIGHWAY ADMINISTRATION

COLUMBIA COUNTY

7876

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

PAID BY
(For use of Paying Office)

VOUCHER TYPE *(Check Appropriate Block)*
☐ ☐ CURRENT BILLING
☐ ☐ OTHER PROGRESS
☐ ☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
BRS-A745(2)

VOUCHER PERIOD
FROM 09 04 84
TO 05 27 87

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
163,442.27	163,442.27	80.00	130,753.81	130,753.81	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
4/17/91

SIGNATURE OF AUTHORIZED OFFICIAL
Robert E Warber
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

MILTON CREEK (KAPPLER RD.) BRIDGE SECTION
COUNTY ROAD
COLUMBIA COUNTY

CONSTRUCTION

TYPE CODE X081
STRUCTURE (BR. #13701A) (STA. 8+00 TO STA. 12+30)

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$135,594.33
SFO 1 EXCAVATION (OBEC)	All Required	22,975.00
TOTAL		$158,569.33

CONSTRUCTION ENGINEERING

STATE	ALL REQUIRED	$ 4,872.94
TOTAL ENGINEERING COST		$ 4,872.94

TOTAL PARTICIPATING PROJECT COST	$163,442.27
TOTAL PROJECT COSTS	$163,442.27

REQUIRED AUDITS CONDUCTED, ANY NECESSARY ADJUSTMENTS HAVE BEEN MADE.

BRS-A745(2)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U.S. ARTMENT OF TRANSPORTATION
RAL HIGHWAY ADMINISTRATION

2-1 11

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

ATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 09 04 84
TO 05 27 87

FEDERAL AID PROJECT NO.
BRS A745 (2)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
163,446.47	156,088.60	80.00	124,870.88	124,870.88	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
5/9/91

SIGNATURE OF AUTHORIZED OFFICIAL
Robert E Warberg
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

MILTON CREEK (KAPPLER RD.0 BRIDGE SECTION
COUNTY ROAD
COLUMBIA COUNTY

CONSTRUCTION
TYPE CODE X081

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$135,594.33
TOTAL CONSTRUCTION COST		$135,594.33

CONSTRUCTION ENGINEERING

OBEC	ALL REQUIRED	$ 20,339.14
TOTAL PARTICIPATING CONSTRUCTION ENGINEERING		$ 20,339.14

MISC PROJECT COST

AUDIT EXPENSE	ALL REQUIRED	155.13
TOTAL PARTICIPATING PROJECT COST		$156,088.60

NON-PARTICIPATING PROJECT COST

STATE	ALL REQUIRED	$ 4,722.01
OBEC	ALL REQUIRED	2,635.86
TOTAL NONPARTICIPATING COST		$ 7,357.87
TOTAL PROJECT COSTS		$163,446.47

BRS A745 (2)

1984 Walton-MP 34.00 Sec. Florence-Eugene Hwy. E. of Walton. 9897
(Grading, paving & structure)

9897

March 30, 1987

CON 5 - #9897

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On March 4, 1987, we wrote to you concerning release of final payment on Contract No. 9897 awarded to Morse Bros., Inc. for a bikeway on the Walton-M.P. 34.00 Section of the Florence-Eugene Highway in Lane County.

Final payment on this contract is $2,785.34 and the total contract amount is $103,024.23. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9897

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9897

TO: Commission Services

DATE: February 26, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9897, On Site Work Substantially Completed May 31, 1985

All Work Completed January 22, 1986

Project Walton-M.P. 34.00

Highway Florence-Eugene

County Lane

Type of Work Bikeway

Contractor Morse Bros., Inc.

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Surety ltr. sent - 3-4-87

RECEIVED
MAR 2 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Walton - M.P. 34.00

WEEK ENDING: July 27, 1985

SECTION PREFIX: EA# C09897

HIGHWAY: Florence-Eugene

COUNTY: Lane

NAME OF JOB: Walton - M.P. 34.00

KIND OF WORK: Bikeway

CONTRACTOR: Morse Bros., Inc.

CONTRACT NUMBER: 9897

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: Sept. 27, 1984

DATE WORK STARTED: April 25, 1985

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: June 19, 1985

PERCENT OF TIME ELAPSED: N/A

PROJECT AUTHORIZATION: $ 129,816.76

EXCLUSIVE OF ENGINEERING: $ 119,522.92

ENGINEERING AUTHORIZATION: $ 10,293.84

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 121,642.00

ENGINEERING COST TO DATE: $ 8,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 1.6 %

PERCENT OF AUTHORIZATION: 83 %

DATE PROJECT WAS COMPLETED: 5/31/85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.45	1.45			1.45
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE E CAE — RECEIVED LS — TC —
COE — OM — SA — CC —
OE — JUL 29 1985 FE — CP —
CA — POC —
CAM — CONSTRUCTION OCS —
EEO — SECTION FILE —

EA # C09897 ATE: July 27, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

7/21/85 SUNDAY	No Activity this week.
7/22/85 MONDAY	
7/23/85 TUESDAY	
7/24/85 WEDNESDAY	
7/25/85 THURSDAY	
7/26/85 FRIDAY	
7/27/85 SATURDAY	

REMARKS

STATUS: 1st Notification 4/25/85.
2nd Notification 5/31/85
Semifinal submitted this week.
This will be the last report.

SIGNED LOCATION Eugene
D. W. Greene, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

February 29, 1984

J. H. Versteeg
Road Design Engineer

File 53863
Walton - M.P. 34.00 Section
Florence-Eugene Highway
Lane County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

1984 Yaquina Bay Br. Sec, Oregon 9898
Coast Hwy. in Newport
(cathodic bridge protection)

U.S. Department
of Transportation
**Federal Highway
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

Reply to: HHO-42

JAN 2 - 1990

Mr. Donald E. Forbes
State Highway Engineer
Oregon State Highway Division
State Highway Building, Rm 140
Salem, Oregon 97310

Through:
Mr. Dale E. Wilken
Division Administrator
Salem, Oregon

Dale E. Wilken

Dear Mr. Forbes:

The final report for Oregon's Demonstration Project No. 923, Cathodic Protection on Reinforced Concrete Substructures, transmitted to this office by memorandum, satisfies all requirements of Work Order No. DTFH71-83-923-OR-05. The final invoice has already been reviewed and approved for payment.

Please pass along our appreciation to the Oregon Department of Transportation for their efforts in evaluating this technology. If there are any questions, please contact Project Manager Donald R. Jackson at (202) 366-1287.

Sincerely yours,

Douglas A. Bernard
Chief, Demonstration
Projects Division

cc: RFHWA J. P. Clark, Region 10, Portland, OR. HPP-010.6

1/10
CC c̄ Quinn - TAA
Orig to file

Done
1-4-90
LRG

RECEIVED
STATE HWY ENGR

JAN 8 '90

ASSIGNED TO
Ahorn

FOR

INFO	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE
					✓	

#1511

22

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

December 22, 1989
IN REPLY REFER TO
HPR.1-OR/740.6(923)

Mr. Donald E. Forbes
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Forbes:

Final Report Demonstration
Project No. 923

The draft Final Report titled "Soffit Cathodic Protection System In a Coastal Environment" is approved for publication. We have reviewed the report concurrently with our Headquarters and find it to be excellent. We have no recommendations for revisions.

Please provide a camera ready reproducible and three copies of the final report. We will provide the Demonstration Projects Division with the camera ready reproducible with a recommendation to publish this report for nationwide distribution. Thank you for providing the leadership in this important project demonstration.

Sincerely Yours,

for Dale E. Wilken
Division Administrator

cc:
OSHD (Bill Quinn, Resh)

W

RECEIVED
STATE HWY ENGR
DEC 22 '89
ASSIGNED TO
[illegible]
FOR

INFO	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE
					✓	

NOTED
SHE'S OFFICE

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N. E.
Salem, Oregon 97301

June 6, 1988

IN REPLY REFER TO

HPR.1-OR/740.6(923)
X-Ref:BHF 2-4(22)

Mr. Donald E. Forbes
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Forbes:

Cathodic Protection of Reinforced
Concrete Substructure - Yaquina Bay Bridge

We are returning Mr. Fredrickson's letter of November 5, 1987, including attachments, without action. We have discussed the request for final acceptance with Mr. Keith Martin. Research Unit, and Mr. Bruce Walton, Construction Section, explaining that this demonstration project can only be accepted after the final report is submitted. We have also pointed out that this demonstration project was not 100% Federally funded, as claimed on the Oregon Cost Report enclosure. We direct attention to the Cooperative Agreement Work Order No. DTFH 71-83-923-OR-05 Modification No. 1 effective April 21, 1987.

We apologize for any inconvenience caused by this response at this time. We were apparently mistaken to expect some correction to the submittal based on our discussions. We have accepted the physical installation (June 22, 1987) and have secured Modification No. 1 to the basic agreement extending the contract time and increasing the evaluation funds provided by our Demonstration Projects Division (April, 1987). The interim report has been distributed and further evaluation is continuing. We look forward to finalizing this project by the extended completion date, April 15, 1989.

Sincerely yours,

Fred P. Patten
for Dale E. Wilken
Division Administrator

6-14
cy-Bill Anhorn

RECEIVED
STATE HWY ENGR
JUN 6 '88
REFER TO
Adams
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Enclosures
Cy C. O. Fredrickson Ltr w/att
cc:
OSHD (C. O Fredrickson, Const)
OSHD (Bill Quinn, Research)

NOTED
[illegible] OFFICE

Orig to Husby 6-15 - cy to follow up's

Demo 923
limited funds.
Const OK
copy to K. Martin, Research 12/10/87
to square away w/ Const (Walton)
Eval. reporting still underway
MOD #1 raised Eval to $31,500.

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
9898

DATE: November 5,1987

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Project Acceptance
Federal Aid Project No. FHWA Demonstration (10)

Contract 9898, Work Completed May 21, 1986

Project Yaquina Bay Bridge

Highway Oregon Coast

County Lincoln

Acceptance: Federal Hwy. Admin. June 22, 1987

Oregon Transportation Commission July 20, 1987

All participating work on this project has been completed.

The following documents, required for your acceptance of the project, are attached:

1-Copy Form 81-734-3498, Progress Est. & Cost Report
1-Copy Laboratory Materials Certification
1-Copy Statement of Overruns and Underruns

BMW:mk

cc: Dick Hacek, Accounting
B. M. Walton
Construction Files

CPC/FL1A

734-2023 (2-85)

STATE OF OREGON
1859
NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

September 10, 1987

Mr. Dale Wilken
Division Administrator
Federal Highway Administration
530 Center Street
Salem, OR 97301

RE: Yaquina Bay Bridge (Newport)
Project No. Demonstration
Contract No. 9898

This is to certify that:

The results of tests on job control samples or certifications indicate that the materials incorporated in the construction work and the construction operations controlled by sampling and testing were in reasonably close conformity with the approved plans and specifications; and such results compare favorably with the results of record sampling and testing.

W.J. Quinn
W.J. Quinn
Engineer of Materials and Research

dn

CE ___ CAE ___
COE ___ OM ___
OE ___
CA ___
C Y ___
EtO ___

RECEIVED
SEP 11 1987
CONSTRUCTION SECTION

SPC ___ TC ___
SA ___ CC ___
FE ___ CP ___
PQC ___
QCS ___
FILE ___

734-1830 (1-87)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No

Statement of Overruns and Underruns
Yaquina Bay Bridge "Cathodic Protection"
Oregon Coast Highway
Lincoln County

Contract No. 09898
Prefix No. 221-8213

EA No. C09898
F.A. No. FHWA DEMO (10)

	Original Estimate	Semi-final Estimate	%±
Contract Bid Items	$82,210.00	$82,210.00	0
Anticipated Items	$ 0.00	$ 0.00	0
Contingencies	$ 3,699.45	$ 4,768.00	+29
Engineering	$ 8,221.00	$31,460.00	+283
Total Contract Cost	$94,130.45	$118,438.67	+26%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Price Agreement No. 3 "Cathodic Protection System": Because of incompleteness of the original contract plans and specifications, the following was needed to make the cathodic protection operational:

1) Breaker box (galvanized) plus connections.

2) The special provisions called for the reference electrode ground wires to be of sufficient length to extend to the rectifier/controller, junction box, or conduit. The contractor extended ground wires to the junction boxes. Research Section personnel requested the ground wires be run to the rectifier/controller. This required extra labor and wiring.

STATE OF OREGON
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No

Sheet 2
Overruns and Underruns
Contract No. 09898

3) Neither the contract plans nor specifications addressed the grounding of the rockers at Bent 2 expansion joint and catch inlet roadway drains. This grounding was necessary to make the cathodic protection system functional. This required extra conduit, junction boxes, wiring and labor.

The above price agreement increased the cost of contingencies by 29% and the overall cost of this project by 5%.

Engineering: This was an "Experimental" project which required more research and inspection than originally anticipated.

This project was allocated 30 workdays ~~or~~ until March 31, 1985 to complete all work. The contractor completed all installation up to the rectifier/controller, well within the limits set forth in the contract. But due to the manufacturer's failure to provide a rectifier/controller that would meet the requirements of the special provision and later removing the recifier/controller and replacing with a different manufacturer's equipment, the project was finally completed 5/21/86, or one year and two months late. This extra length of time to monitor the work added to the cost.

James W. McNamee
Project Manager

SECTION YAQUINA BAY BRIDGE (NEWPORT)
HIGHWAY OREGON COAST
COUNTY LINCOLN
TYPE WORK CATHODIC BRIDGE PROTECTION

SPECIFIED COMPLETION
A) 03-31-85
B)
C)

EXTENSION

APPROVED

USED

CONTRACTOR ABHE & SVOBODA, INC.

CONTRACT NO. C09898
F.A.P. FHWA
E.A. C09898
AWARDED 00 00 80
ESTIMATE NO. 004
FINAL

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

ITEM	ITEM NAME		UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE		PERFORMED TO DATE		TO COMPLETE			PERFORMED SINCE LAST ESTIMATE	
NO.		UNIT		QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	06/00/85 AMOUNT	QUANTITY	06/00/00 AMOUNT		QUANTITY	AMOUNT
00001	W ANHORN													
00002	JAMES MCNAMEE													
001	RECTIFIER/CONTROLLERS	LUMP SUM	255200000	100000	2552000	100000	2552000	100000	2552000			90		
002	CATHODIC PROTECTION SYSTEM	LUMP SUM	472100000	100000	4721000	100000	4721000	100000	4721000			90		
003	TECHNICAL SUPPORT	LUMP SUM	94800000	100000	948000	100000	948000	100000	948000			90		
	TOTALS FOR ORIG. CONTRACT				8221000		8221000		8221000					
	PRICE AGREEMENTS													
3001A	CATHODIC PROTECTION SYSTEM											11		
3002A	CATHODIC PROTECTION SYSTEMS											11		

SECTION YAQUINA BAY BRIDGE (NEWPORT)
HIGHWAY OREGON COAST
COUNTY LINCOLN
TYPE WORK CATHODIC BRIDGE PROTECTION

SPECIFIED COMPLETION
A) 03-31-85
B)
C)

EXTENSION
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USED

CONTRACTOR ABHE & SVOBODA, INC.

CONTRACT NO. C09898
F.A.P. FHWA
E.A. C09898
AWARDED 00 00 80
ESTIMATE NO. 004
FINAL

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 86/00/05 QUANTITY	PERFORMED TO DATE 86/00/05 AMOUNT	TO COMPLETE 86/00/00 QUANTITY	TO COMPLETE 86/00/00 AMOUNT	PARTIC PATION INDICATOR	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
3003A	CATHODIC PROTECTION	LUMP SUM	47686700									11		
3003A	CATHODIC PROTECTION	LUMP SUM	47686700			100000	476867	100000	476867			90		
	ITEM TOTAL	3003A				100000	476867	100000	476867					
3004A	REV RECTIFIER/CONTROLLER SPECIFICATIONS											11		
	SUB-TOTAL P. A.						476867		476867					
	ADJUSTMENTS													
6001A	LIQUIDATED DAMAGES	DAY	-1500000									11		
6001A	LIQUIDATED DAMAGES	DAY	-1500000			128000	-1920000	128000	-1920000			90		
	ITEM TOTAL	6001A				128000	-1920000	128000	-1920000					
6002A	TIME EXTENSION 7-28-86	DAY	1500000									11		
6002A	TIME EXTENSION 7-28-86	DAY	1500000			128000	1920000	128000	1920000			90		
	ITEM TOTAL	6002A				128000	1920000	128000	1920000					
	SUB-TOTAL ADJ.													
	TOTALS ALL EXCEPT F.A.						8697867		8697867					
	* TOTAL PAY COSTS				8221000		8697867		8697867					

SECTION YAQUINA BAY BRIDGE (NEWPORT)
HIGHWAY OREGON COAST
COUNTY LINCOLN
TYPE WORK CATHODIC BRIDGE PROTECTION

SPECIFIED COMPLETION
A) 03-31-85
B)
C)

EXTENSION

APPROVED

USED

CONTRACTOR ABHE & SVOBODA, INC.

CONTRACT NO. C09898
F.A.P. FHWA
E.A. C09898
AWARDED 00 00 80
ESTIMATE NO. 004
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 06/00/05 QUANTITY	PERFORMED TO DATE 06/00/05 AMOUNT	TO COMPLETE 06/00/00 QUANTITY	TO COMPLETE 06/00/00 AMOUNT	PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
98998	INCR AUTHORIZATION 8-20-85				1600000									
98999	CONTINGENCIES				369945									
99999	ENGINEERING				822100		2600000		2589267		10733			
	GRAND TOTALS				11013045		11297867		11287134		10733			

RESIDENT ENGINEER ------------------------ DATE ----------

DIVISION ENGINEER ------------------------ DATE ----------

PAGE NO. 04

FORM 81-734-3498 REV.

SECTION YAQUINA BAY BRIDGE (NEWPORT)
HIGHWAY OREGON COAST
COUNTY LINCOLN
TYPE WORK CATHODIC BRIDGE PROTECTION

SPECIFIED COMPLETION
A) 03-31-85
B)
C)

EXTENSION
APPROVED
USED

CONTRACTOR ABHE & SVOBODA, INC.

CONTRACT NO. C09898
F.A.P. FHWA
E.A. C09898
AWARDED 00 00 00
ESTIMATE NO. 004
FINAL

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

ITEM	ITEM NAME		UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE		PERFORMED TO DATE 06/00/05		TO COMPLETE 06/00/00		PARTIC. RATIO INDICATOR	PERFORMED SINCE LAST ESTIMATE	
NO.		UNIT		QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
PART CODE	EXPENDITURE AUTHORIZATION	SUBJOB	PERCENTAGE	PROJECT ID		VENDOR-NAME								
11	C09898	000	100.00	NOTAPPLICABLE		FEDERAL HIGHWAY								
90	C09898	000	100.00	NOTAPPLICABLE		FEDERAL HIGHWAY								

U.S. Department
of Transportation
**Federal Highway
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

AUG 20 1987

Reply to: HHO-40

MISC. CONTRACTS and
AGREEMENTS No.______

Mr. Larry Rulien
State Highway Engineer
Oregon State Highway Division
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Please accept our apology for not responding to your request for a copy of the Cooperative Agreement dated July 11, 1981.

In checking our files, we find there is no Cooperative Agreement with the date of July 11, 1981. Enclosed is a copy of the Cooperative Agreement dated July 14, 1981. An error was made when typing the original Work Order dated September 19, 1983, and the error was continued when typing the modification dated April 21, 1987. We have discussed this with our counsel and she advised a letter for your files would correct the error.

C&A 7387

Again, we are sorry for any inconvenience we may have caused.

Sincerely yours,

James Daves
for Douglas A. Bernard, Chief
Demonstration Projects Division

Enclosure

NOTED
LARRY RULIEN

RECEIVED
STATE HWY ENGR
AUG 24 '87
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1992

August 6, 1987

CON 5 - #9898

Fidelity & Deposit Co. of Maryland
P.O. Box 489
Portland, OR 97207

On July 22, 1987, we wrote to you concerning release of final payment on Contract No. 9898 awarded to Abhe & Svoboda, Inc. for work on the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County.

Final payment on this contract is $1,000.00 and the total contract amount is $86,978.67. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Abhe & Svoboda, Inc.
P.O. Box 251
Prior Lake, MN 55372

Fidelity & Deposit Co.
of Maryland
P.O. Box 1227
Baltimore, MD 21203

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9898

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9898

TO: Commission Services

DATE: July 20, 1987

Warren E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9898, On Site Work Substantially Completed May 21, 1986

All Work Completed August 22, 1986

Project Yaquina Bay Bridge (Newport)

Highway Oregon Coast

County Lincoln

Type of Work Cathodic Bridge Protection

Contractor Abhe & Svoboda, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

7-22-87 - Surety letter written.

RECEIVED
JUL 21 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

July 1, 1987
IN REPLY REFER TO
HPR.1-OR/740.6(923)

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Demonstration Project 923

We received the enclosed notification from our Demonstration Projects Division that the interim report on Cathodic Protection for Reinforced Concrete Structures has been accepted for publication and nationwide distribution. We applaud the work of your staff in the installation, monitoring, analysis and documentation of this newly developing technology. Please convey our appreciation to Marty Layor of your Research Section for his effort in preparing the subject report.

Sincerely yours,

Fred P. Patton
for Dale E. Wilken
Division Administrator

7-7-87 em
cy - Schwartz

RECEIVED
STATE HWY ENGR
JUL 6 '87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Enclosure:
Cy D.A. Bernard Ltr (6/26/87)

cc:
OSHD (Research) w/encl
Region 10 (O. Haselton, HPP-010.5) w/encl

RECEIVED
JUL 6 1987
OREGON DIVISION

U.S. Department
of Transportation
**Federal Highway
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

JUN 26 1987

Reply to: HHO-42

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Division
State Highway Building, Room 410
Salem, Oregon 97310

Through:
Mr. Dale E. Wilken
Division Administrator
Salem, Oregon

Dear Mr. Rulien:

The camera ready copy of the report on Demonstration Project No. 923, Cathodic Protection for Reinforced Concrete Substructures, transmitted to this office on June 1 satisfies all requirements of Work Order No. DTFH71-83-923-OR-05. We intend to publish it for national distribution. Your invoice submitted June 8 is currently being processed for payment.

Please accept our appreciation for your efforts in evaluating this technology. If you have any questions, please contact Project Manager Donald R. Jackson at (202)366-1287.

Sincerely yours,

Douglas A. Bernard
Chief, Demonstration
Projects Division

cc: RFHWA M. E. Green, Region 10, Portland, OR, HPP-010.6

MISC. CONTRACTS and
AGREEMENTS No 2237

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I took the following actions and report this for your official records:

1) On April 22, 1987, approved an agreement with the Department of Agriculture for spraying of certain noxious weeds on selected sections of Oregon State Highway Division right-of-way covering the period January 1, 1987, through December 31, 1987, at a total cost of $25,788.92.

2) On April 28, 1987, approved a Cooperative Agency Training Agreement with the Community Services Consortium, Corvallis, for six youths from the Albany area to assist with various landscaping duties. Maintenance District 4 will provide supervision with existing employees. The work is 100% federally funded and terminates September 30, 1987.

3) On May 5, 1987, signed Supplemental Agreement No. 4 with Broome, Oringdulph, O'Toole, Rudolph, Boles & Associates covering the Materials Laboratory in Salem. Supplemental revises the method and reduces the amount of payment to the consultant for a portion of the services rendered. (Original agreement approved by Transportation Commission on March 18, 1986.)

4) On May 5, 1987, approved an artist's agreement with Bob Murase for a design proposal for environmental conceptual construction to be installed as part of the Materials Laboratory Building Project at the Airport Road facility, Salem, at a cost of $250.

5) On May 5, 1987, approved an artist's agreement with Jacques Overhoff for a design proposal for environmental conceptual construction to be installed as part of the Materials Laboratory Building Project at the Airport Road facility, Salem, at a cost of $250.

6) On May 5, 1987, approved an artist's agreement with Weltzin B. Blix III for a design proposal for environmental conceptual construction to be installed as part of the Materials Laboratory Building Project at the Airport Road facility, Salem, at a cost of $250.

7) On May 5, 1987, approved an artist's agreement with Paul Sutinen for a design proposal for environmental conceptual construction to be installed as part of the Materials Laboratory Building Project at the Airport Road facility, Salem, at a cost of $250.

8) On May 9, 1987, approved a maintenance agreement with Crook County Parks & Recreation District defining maintenance responsibilities for a landscaped area on the state highway right of way at the Ochoco Highway at the Madras/Prineville Interchange in Madras.

9) On May 11, 1987, approved an agreement with Umatilla County for control of noxious weeds on certain State properties beginning April 22, 1987, and extends indefinitely.

10) On May 11, 1987, approved an agreement with Grant County for control of noxious weeds on certain State properties beginning April 29, 1987, and extends indefinitely.

[redacted] On May 12, 1987, signed Cooperative Agreement Work Order, DTFH71-83-923-OR-05, Modification No. 1, with the Federal Highway Administration for the construction and evaluation of a cathodic protection system on a substructure at Yaquina Bay in Newport. This modification changes the evaluation and reporting completion date to April 15, 1989, and the total evaluation cost to $31,500.

12) On May 19, 1987, signed three personal service contracts with CH2M-Hill, David C. Smith & Associates and Spencer B. Gross, Inc. to provide aerial mapping and related services for the Six-Year Highway Improvement Program beginning June 8, 1987, through June 30, 1988, at a cost of $50,000 for each contract, making the total project cost $150,000. (Approved by Transportation Commission on January 20, 1987.)

13) On May 27, 1987, signed a personal service contract with Micro One, Inc. to perform a Requirements Study and Software Search concerning the Computerized Inventory Control System beginning June 1, 1987, through August 7, 1987. Cost not to exceed $36,594. (Approved by the Transportation Commission on July 22, 1986.)

14) On May 28, 1987, approved an agreement with Jefferson County for control of noxious weeds on certain State properties beginning May 6, 1987, and extends until December 1, 1987.

15) On May 28, 1987, approved an agreement with Morrow County for control of noxious weeds on certain State properties beginning May 6, 1987, and extends indefinitely.

for Larry W. Rulien, State Highway Engineer

Dated this 18 day of June, 1987

6-18-87

9878

STATE OF OREGON **INTEROFFICE MEMO**

TO: Barbara Columbus, Document Section
State Library

DATE: June 16, 1987

FROM: R. C. Blensly
Research Engineer

SUBJECT: Demonstration Project,
"Soffit Cathodic Protection
in a Coastal Environment"

For your records I have enclosed five (5) copies of the above named report. This report will also be published by the Federal Highway Administration, Demonstration Projects Division and will be available through them nationally.

cc: ODOT Library

copy in library
6-17-87

81-125-1387

STATE OF OREGON **INTEROFFICE MEMO**

TO: Memo to the File

DATE: June 2, 1987

FROM: H. M. (Marty) Laylor Marty
Research Project Coordinator

SUBJECT: Trip Report: Seminar, FHWA - Florida DOT co-sponsored, Cathodic Protection of Reinforced Concrete Structures
May 26 - 29, 1987 - Jacksonville, FL

I presented my paper on the Yaquina Bay Cathodic Protection (CP) Demonstration Project and felt that it was well received.

The important notes are as follows:

Gunite - Shotcrete technology is a very important repair procedure and the success or failure of a CP program can easily be at stake. Good specifications, adequate, knowledgeable inspection and good over-all quality control are necessary to insure a successful patching project. Training programs for State people are available (for a price) and I feel we should pursue this with Mr. Anthony Federico, President, Gunite - Shotcrete Assn as an implementation project.

I met and established good contacts with Ken Clear (Consultant) and John Apostolos (Caltrans). Both of these people will be good sources in the future and we now have an invitation to review, first hand, what California is doing in the corrosion field.

Two new products are on the market. Ferex Anodes, by Ray Chem, are 4" flat, polyolefin ribbon anodes for distributed anode systems and conductive ceramic anodes for distributed anode systems by Ebonex.

CP sub-structure specifications should only be prepared after a detailed structure and site survey. This requires good communications between several disciplines. Further, use pre-bid training sessions for the potential contractors and be ready and willing to provide aid to the contractor during construction.

cc: Bridge
Maint.
Const.
Schwartz

RECEIVED
STATE HWY ENGR
JUL 2'87
REFER TO
FOR
Info Invest R/D D/R Sign Act File

STATE OF OREGON **INTEROFFICE MEMO**

TO: Section Heads, Region Engineers
Region Bridge Inspectors

DATE: May 22, 1987

FROM: R. C. Blensly Bob
Research Engineer

SUBJECT: Cathodic Protection Construction Report

Attached is a copy of the construction report for a Cathodic Protection Demonstration Project on the Yaquina Bay Bridge. Cathodic Protection uses an electrical current to stop or prevent the corrosion of reinforcing steel in concrete.

Construction was complicated by the failure to find a rectifier meeting specifications. Once this problem was solved the system performed and has continued to perform as anticipated.

A final report documenting the first three years of performance will be published. The post-construction data collected indicates that this technology has a place in our Bridge Preservation Program.

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LARRY RULIEN

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DEMONSTRATION PROJECT
SOFFIT CATHODIC PROTECTION SYSTEM IN A COASTAL ENVIRONMENT

Demonstration Project No. 923
DTFH71-83-923-OR-05

Interim Report

by

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January 1987

Technical Report Documentation Page

1. Report No. FHWA-OR-RD-87-04	2. Government Accession No.	3. Recipient's Catalog No.
4. Title and Subtitle Demonstration Project Soffit Cathodic Protection System in a Coastal Environment		5. Report Date January 1987
		6. Performing Organization Code
7. Author(s) H. M. Laylor		8. Performing Organization Report No.
9. Performing Organization Name and Address Oregon State Highway Division Research Section 1174 Chemeketa St. N.E. Salem, Oregon 97310		10. Work Unit No. (TRAIS)
		11. Contract or Grant No. DTFH71-83-923-OR-05
12. Sponsoring Agency Name and Address Federal Highway Administration Office of Research & Development Washington, D.C. 20590		13. Type of Report and Period Covered Interim Report Dec. 1984 - May 1986
		14. Sponsoring Agency Code
15. Supplementary Notes		

16. Abstract

This demonstration project evaluates a contractor executed below deck cathodic protection system on two spans of a coastal structure. The first part of the project evaluated the construction phase and found that the contractor, working under the guidance of a technical representative, very adequately completed the project. The materials, with the exception of the rectifier, were readily incorporated into the project and resulted in a good operating system.

In addition to the contractor implementation of a cathodic protection system, materials and methods are evaluated. Specifically, design, construction, construction materials for cathodic protection systems, evaluation criteria, rectifiers and top of deck behavior are discussed.

The ongoing phase of the project is to evaluate the durability of the construction materials and the operating parameters of the system for both protection of the soffit areas and the effect of below deck application on the remote or top of deck area.

17. Key Words Bridge Deck, Cathodic Protection, Conductive Paint, Corrosion, Rebar		18. Distribution Statement No Restrictions	
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 39	22. Price

Form DOT F 1700.7 (8-72)

Reproduction of completed page authorized

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DEMONSTRATION PROJECT
SOFFIT CATHODIC PROTECTION SYSTEM
IN A COASTAL ENVIRONMENT

INTRODUCTION

Concrete structures in a coastal environment undergo accelerated deterioration when chlorides penetrate the concrete and come in contact with the embedded reinforcing steel. The chlorides lower the pH of the concrete covering the steel and act as a catalyst to produce corrosion of the steel. The corrosion products create internal pressures in the concrete. These internal pressures cause the concrete to crack, spall, and delaminate; a condition which permits more aggressive ions to reach the steel and further accelerate the deterioration.

On coastal structures in Oregon this type of deterioration is generally limited to the bottom of the deck and beams because salt is not used for control of ice formation. However, where salt is used to control ice formation, similar deterioration phenomena is observed above and below the deck. Consequently, the problems associated with the deterioration of steel in concrete has been identified as a national problem costing billions of dollars a year.

The objective of this Demonstration Project is to evaluate the methods and materials used in the application of cathodic protection to the bottom of the deck and beams and to evaluate the effectiveness of the protection to the steel by the system.

BACKGROUND

"Cathodic protection is perhaps the most important of all approaches to corrosion control. By means of an externally applied electric current, corrosion is reduced virtually to zero, and a metal surface can be maintained in a corrosive environment with out deterioration for an indefinite time." (1)

Corrosion occurs when local action cells are formed on a surface. A local action cell is composed of an anode and cathode. The corrosion of the metal occurs at the anode and is driven by the potential difference between the anode and cathode. "The mechanism of protection depends on external current polarizing the cathodic element of the local-action cell to the open circuit potential of the anode."(2)

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(1) Uhlig, H. H. and Revie, R. W., Corrosion and Corrosion Control, John Wiley and Sons, 1985, p. 217.

(2) R. Mears and R. Brown, Trans. Electrochem. Soc. 74, 519(1938)

The use of cathodic protection for corrosion abatement had its beginnings in protecting buried and/or immersed structures. As the technology and methods of measurement advanced the idea of using it on concrete structures was a natural outgrowth. In the 1970's Richard Stratfull emerged as a pioneer in applying cathodic protection to concrete structures. His first attempts were to apply the principles of cathodic protection by utilizing conductive overlays to protect bridge decks from deicing salts. Since that time advances in materials have made possible the conductive coating soffit systems such as the one being evaluated in this demonstration project.

The subject structure for this demonstration project is the Yaquina Bay Bridge, located in Newport, Oregon at mile post 141.40 on the Oregon Coast Highway. This structure is similar to other concrete structures along the Oregon coast that were built in the early 1930's. Over the years chlorides from the coastal environment have penetrated the concrete in the below deck portion of the structure. As the chloride levels in the concrete reached the corrosion threshold concentration the reinforcing steel started to deteriorate. As the result there are many areas of the structure that have cracked, spalled and delaminated. The present condition of the structure is such that extensive repairs to the bottom of the deck and beams are required.

Two spans on the North end of the structure were selected to receive a cathodic protection system. These spans, though not the worst on the structure, were selected because they were relatively accessible from the ground and had a chloride content suited to the use of cathodic protection. Even though these spans were in good shape compared to the rest of the structure the average chloride content was approximately three pounds per cubic yard.

The repair strategy selected for these spans was compatible with the use of a cathodic protection system. Only delaminated concrete was removed and replaced with a conductive patch material. (For long lasting repairs where cathodic protection is not used all salt bearing concrete should be removed.) During repairs all visible metal was either removed or covered with patching material.

The repairs were done by State forces at an approximate cost of $12,000 for the two spans. When the repairs were complete the cathodic protection project was put out for bid. The criteria used for the contract was based on the guidelines provided by Federal Highway Administration (FHWA). The total project was to provide cathodic protection for two spans of the structure or on a total of approximately 6800 sq. feet.

DESIGN PARAMETERS

The area to be protected was divided into four separate systems, (1, 2, 3, and 4,) each approximately 1700 sq. ft. Each system was to evaluate a different primary anode configuration (see figure 1). Additionally, each system was to have the option of being operated in a constant voltage, constant current or constant potential mode.

Conductive paint as a secondary anode, platinum-niobium primary anode wire, and pre-cast anodes were the major design parameters requested by FHWA. The choice of the anode configurations, local system size and construction details were supplied by the State.

Additionally, FHWA requested the rectifier be operational in constant voltage, constant current, or constant potential mode and be an integrated unit as opposed to several single circuit units. A ten circuit unit was chosen for the four system installation. This allowed the use of two circuits per system with two back-up circuits.

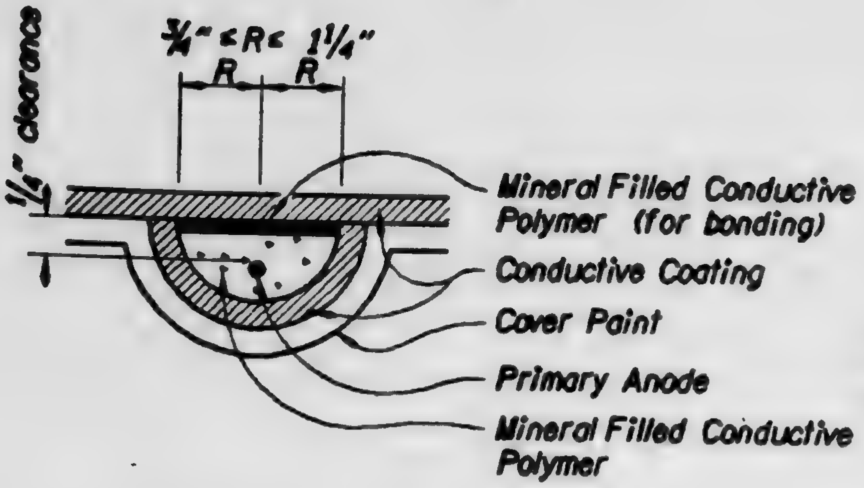
Primary anode placement was to be longitudinally along the bottom of deck between the beams and along the bottom of the beams. The resistance between the bottom of deck and bottom of beam anodes was expected to be high enough to warrant a separate circuit for each. This configuration was selected to obtain the widest latitude of control.

In addition to physical and electrical requirements of the contract the contractor was required by the specifications to have a technical representative. The duties of the technical representative were to provide technical assistance to the contractor and perform tests as outlined in the specifications.

CONSTRUCTION

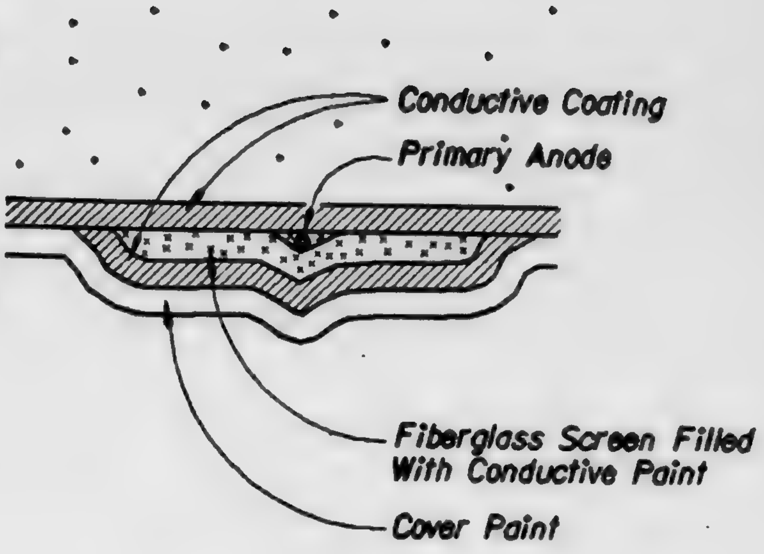
The first phase of the work consisted of blast cleaning the concrete to remove all laitance, dirt, oil or other deleterious material. The blast cleaning required much more effort than had been anticipated since, over the last fifty years, considerable contamination had accumulated on the structure.

At the conclusion of the blast cleaning the Contractor elected to build an enclosure around the work area. This consisted of erecting safeway scaffolding and mounting approximately 200 sections of 4 ft. by 12 ft. corrugated aluminum and fiber-glass panels. These panels comprised a system known as a "Kelly Klosure". This method of enclosing the work area proved to be environmentally excellent as well as weather worthy.

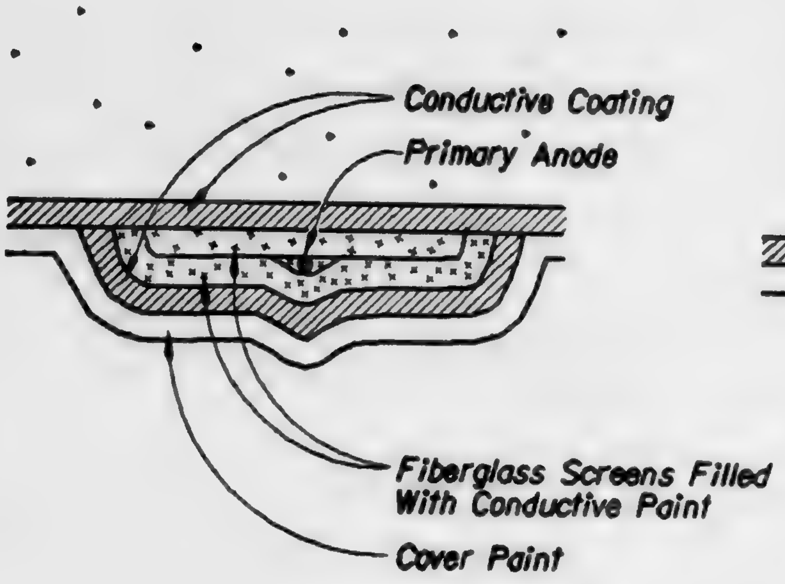

1/4" clearance
3/4" ≤ R ≤ 1 1/4"
R
R
Mineral Filled Conductive Polymer (for bonding)
Conductive Coating
Cover Paint
Primary Anode
Mineral Filled Conductive Polymer

NOTE: The Primary Anode Assembly (Primary Anode embedded in Mineral Filled Conductive Polymer) shall be precast and have a semicircular cross-section with a radius equal to R.

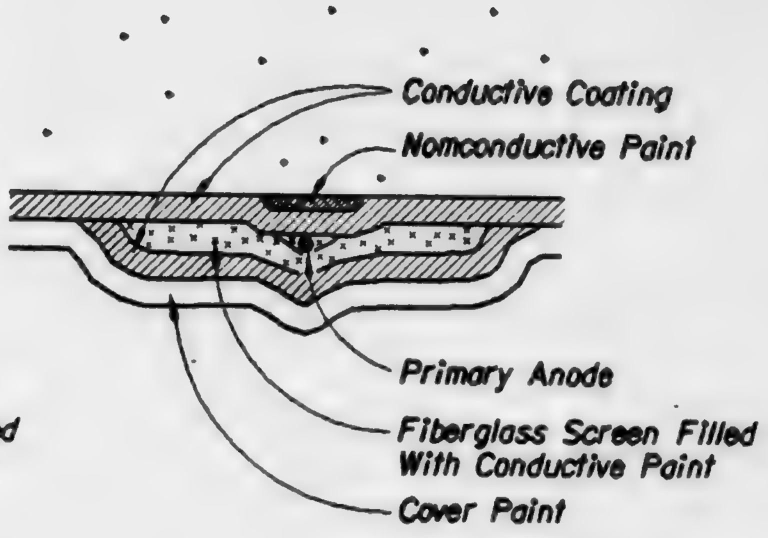
SYSTEM 1


Conductive Coating
Primary Anode
Fiberglass Screen Filled With Conductive Paint
Cover Paint

SYSTEM 2


Conductive Coating
Primary Anode
Fiberglass Screens Filled With Conductive Paint
Cover Paint

SYSTEM 3


Conductive Coating
Nomconductive Paint
Primary Anode
Fiberglass Screen Filled With Conductive Paint
Cover Paint

SYSTEM 4

Figure 1 - Anode Systems

Before installation of the system all areas which were to receive the conductive paint were checked with a pach-o-meter to determine the depth of rebar and locate exposed tie wires. Very little rebar was found to have insufficient cover. Those areas that had insufficient cover were masked so that an electrical short would not be formed with the conductive paint. Many tie wires were found on or near the surface. Rather than remove existing sound concrete, the areas where the tie wires were a potential problem were either masked with tape or painted over with a non-conductive paint.

The ground lines, rebar probes and reference cells had to be placed before the structure was ready for painting. At the time the reference cells were installed it was noted that separate ground wires had not been required by the plans. Consequently, they had to be added to the contract.

Concurrent with the installation of the probes, reference cells and grounds, the primary anode system for system 4 was installed since it was to be placed before painting. All the wiring was routed to the central control box via rigid PVC conduit. The conduit was attached to the structure using plastic anchors called "Bantum Plugs". Holes were drilled into the concrete for the Bantum plugs, silicon sealant was injected into the holes and stainless steel screws were used to secure the PVC hold-down brackets. The screws were checked for electrical isolation from the structure and the isolation was found to be excellent.

Next the conductive paint was placed using airless equipment. A wet film thickness of 35 to 40 mils was obtained in a single application by using a tack and cross hatch spray pattern. This resulted in a theoretical dry film thickness of 20+ mils, which satisfied the requirements of the specifications. Unsuccessful attempts were made to determine the dry film thickness of the paint using a scratch gage called a "Tooke Gage". The lack of contrast between the paint and concrete made actual determination of the dry film thickness virtually impossible. The painting was accepted, based on the calculated dry film thickness, using the measured wet film thickness.

The paint appeared to be nearly cured within 24 hours so placement of the pre-cast primary anodes for system 1 was started. It was then noted the short pre-cast anodes for the diaphragm beams had not been supplied. The supplier of the cast anodes was contacted and indicated shipment of the missing anodes would take an additional 30 days. Since the Contractor had sufficient conductive polymer material at the job site he elected to construct the needed anodes in the field. Working from the suppliers shop drawings he was able to construct pre-cast anodes equivalent to or better than those received from the supplier. The total time to build the needed anodes was approximately 18 hours.

When the placement of the primary anodes for the systems and the wiring was completed up to the rectifier mounting area the system was tested using a 12 volt truck battery since the rectifier had not arrived. In order to check the system for shorts a/c resistance measurements were performed (see appendix 1, System Survey). After the resistance measurements were completed, each system was energized from the battery using dropping resistors to drop the voltage to an acceptable level. Voltage and current was recorded versus time to determine if that relationship was typical of a properly operating system. Once this was completed the voltage was removed from the system and depolarization (voltage decay vs. time) data was taken. The test results indicated there were no significant problems in any of the systems. The contractor placed the cosmetic paint coat and waited for the rectifier to arrive.

The construction time to this point was just less than 6 weeks.

CATHODIC PROTECTION - EVALUATION CRITERIA

Since cathodic protection of concrete structures is a relatively new technology, methods used for evaluation and testing are changing relatively rapidly.

E-Log-I measurements were to be used for establishing the operating parameters for the cathodic protection systems on this structure. This technique was once reported as a valid means of establishing the current requirements for a given installation. Field applications of the technique on concrete structures have shown it is difficult to use and has limited accuracy. By the time the structure was ready to put into operation E-Log-I was recommended for establishing "ball park" parameters of operation at the initial start up of the system. The parameters so determined are used for approximately one month and then the system is fine tuned using depolarization techniques.

The depolarization technique is a means of determining the polarization of the system while no IR losses are affecting the measurement.

First the instant off voltages of the reference cells being used to monitor the system are established. The most effective means of establishing this value is with a dual trace oscilloscope. One trace is used to monitor the rectifier's pulsed d/c output while the other trace monitors the reference cell. The rectifier trace is observed and when the "off" occurs the voltage of the reference cell is read.

Next the system is turned off and permitted to depolarize. The next value determined is the reference cell voltage when the voltage time rate of change is negligible.

Depolarization is the difference between the instant off voltage and the constant voltage just described. A voltage difference of 100 millivolt (mv), or greater, is the value that is reported to insure protection. (3)

Another major change was in the use of the 850 mv Cu-CuS04 half-cell reference potential criteria. Application of this criteria can result in gross over-protection. Consequently, the present choice is to rely on the depolarization technique.

THE RECTIFIER

The rectifier arrived in mid May 1985. Before it was wired into the system an attempt was made to operate one circuit under a 2.2 ohm dummy load. This resulted in immediate failure of one fuse in each of the ten circuits. During dummy load testing it was noted the printed circuit boards in the rectifier were proto-type boards and as such were not suitable for permanent installation. That alone made it evident the rectifier did not meet the specification.

It was determined that the rectifier circuits were ground looping (a partial short from the rectifier outputs to the neutral and/or ground returns) with the test equipment even though the test equipment was operated from the same circuit as the rectifier. The manufacturer was contacted and recommended several circuits be removed by cutting specific wires in the power supply.

The field modifications were made and further testing was done with battery operated test equipment. This improved the situation as higher current output could be obtained, but the rectifier design criteria for amperage could not be met.

Potentials were measured between the rectifier ground, the rectifier cabinet, and earth ground. The values obtained were unacceptable (much greater then would normally be expected). Consequently, it was decided to return the rectifier to the manufacturer.

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3 Gummow, R. A., "Cathodic Protection Criteria - A Critical Review of NACE Standard RP-01-69", Paper Number 343, National Association of Corrosion Engineers Conference, Corrosion 86, Houston, Texas.

In June, 1985, the "corrected" rectifier arrived and the manufacturer indicated the modified printed circuit boards in the rectifier would be replaced with new boards in July. The rectifier with the modified boards was bench tested and, after several calls to the manufacturer, a wiring configuration was found that permitted constant voltage operation under dummy load. The rectifier was taken to the bridge and installed. Before the system was powered up a survey was made to determine the static parameters (see appendix 2, Operational Survey). E log I was performed, and the system voltages were set and operated in the constant voltage mode.

The replacement boards, which were still temporary, proto-type boards, were received in late July and installed. It became immediately obvious these boards would not satisfy specifications. Selection of a control mode (constant voltage, constant current or constant potential) could not be readily achieved, since rewiring was required to change modes. In addition, voltage and amperage readings on the panel meter were inconsistent with external test equipment readings. Reference electrode set-point, and display were not functional to 3 digits (the meters would not auto-range), and lack of a comprehensive operations manual made working with the system difficult.

The systems operation was reviewed and is reported in appendix 3. The next date for new boards was in September, then October, and finally renegotiated to November 1985.

When the boards arrived in November the system operation was reviewed and the boards were installed (see appendix 4). The operation of the boards was much improved, however, they still failed to meet specifications since the meters were not auto-ranging, did not provide the degree of accuracy required for some readings, and would not permit proper operation of the rectifier in the constant potential mode. Further the boards were still proto-types and clearly not production quality. The contractor attempted to field retro-fit new meters with the proper ranges for the available output voltages. After installing one of the two new meters it was apparent this approach would not solve the problem. The specifications were reviewed and checked against the rectifier's performance. Sufficient non-conformance with the specifications was noted, so the rectifier was rejected.

Since the intent of this Demonstration Project was to evaluate a cathodic protection system and not be a project for rectifier development, four, proven - off the shelf rectifiers, integrated into a single enclosure were supplied by the Contractor and put into operation. This new rectifier configuration required an external junction box to facilitate connection of the system components to the rectifier and provide the required test points. The reconfigured system added flexibility for taking test data and for connecting the systems to the rectifiers. In May, 1986 a fully operational system was turned over to the State.

TOP OF DECK DATA

During the June, 1985, rectifier installation, equipotential profiles were mapped for a section of the upper deck immediately above the soffit cathodic protection system. Profiles were obtained immediately prior to and immediately after energizing the cathodic protection system. During the July, 1985, board reinstallation and again in May, 1986, additional top of deck profiles were taken on the same section. The section of deck mapped is located in the north bound lane on the north end of the structure. The northern most edge of the map is approximately 42.4' south of the expansion joint at the first bent south of the north approach. The maps obtained extend west from the curb to the center line of the highway.

The potentials were obtained using a high impedance digital voltmeter with memory and a Cu-CuSO4 reference cell. The tests were performed in accordance with ASTM C876-80. Connection to the structure was achieved using a permanently exposed piece of rebar welded to the upper mat. The individual readings were taken on a 5.5 inch grid.

The data collected was directly transferred from the voltmeter to a computer which generated the maps. The maps and the technical representatives discussion are included in Appendix 6.

Grid 001 - "Off" - 1 hour before energizing the system

The most notable feature of this profile is the relatively electropositive potentials. The soffit, T-beams and diaphragms beneath the grid are coated with the conductive paint and top coat. This coat extends approximately 5 feet south of the southern most edge of the grid. The potentials observed are 100 to 150 millivolts more positive that the random potentials obtained in an adjacent area that has no cathodic protection. It is surmised that the electropositive potential shift may be caused by the impervious coating changing the oxygen balance in the deck.

Grid 002 - "On" - Within 1 hour after energizing the system

The most important features relating to this grid are:

1. The protective current impressed on the substructure was 0.85 ma/sq. ft.

2. Even though the cathodic protection system is designed and adjusted to protect the substructure and bottom of deck, significant current is being provided to the upper mat of rebar.

3. Even in areas where there are geometric impediments (e.g. over the beams or diaphragms) potential shifts in excess of 100 mv are observed.

Grid 003 - "On 46 days"

The most important features relating to this grid are:

1. The protective current impressed on the substructure was 0.95 ma/sq. ft.

2. The Smoothing out of the current distribution. This is seen in the electronegative potential shift in the areas over the T-beams and diaphragms. See the histograms in Appendix 6.

3. Note also that the distribution of the data appears to be bimodal.

Grid 004 - "On one year"

The most important features relating to this grid are:

1. The protective current impressed on the substructure was 0.24 ma/sq. ft.

2. Since the level of impressed current is approximately 1/4 of that applied when grids 002 and 003 were taken it is not surprising that the mean potential for this grid is more electropositive then those obtained on grids 002 and 003.

3. The histogram for grid 004 does not reflect the bimodal distribution shown earlier, however the map still shows the effects of geometric impediments.

COST

The total area protected by the system was calculated to be 6828 sq. ft. The construction costs were:

Construction authorization	$87,130.45
Contingencies	4,768.67
total - project authorization	$91,899.12

Costs per sq. ft. for the demonstration project cathodic protection system was $13.46.

DISCUSSION

Construction, Plans, and Specifications

The construction phase went very smoothly and the Contractor was very cooperative. During the life of the project there were three price agreements, two of which were "no cost." The first change in the specifications was to permit field attachment of anode lead wires in lieu of "all factory attached lead wires. The second change was in system one where two different methods of anode attachment were permitted.

Price agreement No. 3 was in three parts and was for $4,768.67. The plans had omitted the 120 volt junction box to supply voltage to the rectifier. The special provisions did not call for the reference electrode and rebar probe ground wires to be run to the rectifier. This required extra labor and wiring. The rockers and roadway drains require grounding. This was overlooked in the specifications and required extra conduit, junction boxes, wire and labor.

General Operation

In spite of the problems encountered with the original rectifier much good information about conductive coating soffit cathodic protection systems has been obtained.

One important result involves the initial current densities as obtained from the E-Log-I testing. The initial current density settings resulted in exceeding the 100 mv criteria by as much as an order of magnitude. Consequently, after each rectifier modification the current density was reduced.

The technical consultant expected initial current densities of approximately 2 ma per sq. ft. This estimate was reasonably near the current densities indicated by the E-Log-I data as interpreted in the field. Surprisingly, the 100 mv criteria was realized very early on and always at voltages and current densities much lower than anticipated. The lowest operating current density experienced to date, is 0.2 ma per sq. ft.

Rectifiers

The problems with the original rectifier severely limited the operation of the system in various modes as originally proposed. Thus the wider scope of the project, to study the various operational modes and wiring configurations, has not been realized. Additionally, the malfunctions associated with the meters made record keeping difficult since accurate evaluations needed to be made with external equipment. With the new rectifier further studies will be made.

The specifications for the replacement rectifiers reflected the experience that was gained with the operation of the system up to the time the original rectifier was rejected. Although the replacement rectifier does not have all the features specified for the original rectifier, operation in the constant voltage, constant current and constant potential mode are possible. In addition to the replacement rectifier an external junction box was provided. The junction box makes more test points available and expands the operational flexibility of the systems.

The waveform output from the original rectifier was an area of concern. The pulsed output had a short "on" time, a relative large amplitude and significant transients associated with each pulse. The technical consultant expressed concern that the electrical "shock" associated with the high amplitude and short on time of the pulse might have adversely affected the primary anode life. The transients made it difficult to determine the instant off points and there was a transient component in the reverse polarity region.

The replacement rectifier output waveform has a longer "on" time and a lower amplitude. Additionally, the output circuit has a choke in the output circuit to suppress transients and provide protection against a direct short condition. Output from this circuit is easier to study, has negligible transients, and less electrical "shock" to the system.

Secondary Anode

The conductive paint for the secondary anode is proving to be a very effective means of distributing current over the surface of the structure. Voltage measurements were made between the beam primary anodes and disconnected deck anodes. These measurements indicated losses in the coating were very low.

The condition of the conductive paint after 16 months of service is good. The only failure areas are where there are leaking cracks in the structural concrete or where tramp steel had been very near or in contact with the coating. The overall assessment of the coating indicates less than 0.1% failed areas.

There is some brown staining in isolated areas, especially on the bottom of the beams in systems three and four. These areas were closely examined and the areas were swept for tramp steel. No steel was located and mechanical destruction of the coating revealed a coating that was strongly adherent, very tough and durable. No explanation for the stain is available at this time.

The projected life of the coating, when considering the above observations along with the much lower than expected current density, is at least ten years. At some time between the seventh and tenth year of operation, minor repairs should most likely be made so that operation of the system would not be impaired at a later date. This estimate is based on the expected time required to keep the system in economic operation for long term operation.

Top of Deck

The information obtained on the top of deck from this below deck application indicates that further studies should be made. Studies should concern the observed electropositive potential shift before the system was activated and the trend of the upper mat to behave more equipotentially with time.

The below deck conductive coating may act as an oxygen barrier. The top mat of steel would then become cathodic to the lower, now anodic, mat of steel. This phenomena, known as the differential aeration cell, is well documented in text books on corrosion. If there are chlorides present in the concrete around the bottom mat of steel, current flow would be established between the upper and lower mat. The differential aeration cell would be formed and production of a ferrous chloride corrosion product would occur in the anodic area. Under some conditions this phenomena could shift the attack from the top mat to the bottom mat of steel. This condition could lead to accelerated corrosion of the bottom mat when the cathodic protection system is off or otherwise inoperable.

Even though there was no direct attempt to affect the top mat of steel, the trend of the upper mat to become more equipotential with time indicates current is being received by the steel. The practical application of a below deck system designed for control of the top steel should be considered.

CONCLUSIONS

Construction, Plans, and Specifications

Contractor executed installations are viable. However, a properly supervised bridge maintenance crew could install small systems.

General Operation and Rectifier Selection

Each structure's electrical characteristics should be evaluated. The methods used on this project are good for obtaining the operating parameters.

Rectifier selection for new systems should be based on the electrical characteristics of the structure. The rectifier choice should be the simplest available unit that is compatible with the electrical characteristics.

Anodes

System one, cast anodes, were the most expensive to install and do not offer any operational advantage. Systems two, three and four are similar, but system 2, the simplest, is operationally equal to the others.

The conductive coating is providing excellent current distribution. The low resistance of the coating system indicates bottom of beam primary anodes would be sufficient.

Molybdenum Trioxide Reference Cells

These reference electrodes were easy to install and, with the exception of the system 4 beam electrode, initially operated satisfactorily. Readings were difficult to take because of the transients in the original rectifiers output. Long term stability of the electrodes is not good, but short term tests can be taken without re-calibration.

Rebar Probes

The rebar probes indicated current flow as anticipated, however, the information gained from them does not justify the cost of installation.

System Size

System size, per rectifier, can be in the four to seven thousand square foot range. Breaking the system into 4 to 7 - 1000 square foot subsections would simplify initial trouble shooting.

Cost - Future Installations

This demonstration project had features that would not be included on a routine installation. It also provided information for design guidelines that were not available at the projects onset.

During construction the entire area was enclosed because of inclement weather. This is not a normal constraint and its cost would not be reflected in the cost of future projects. There was also additional cost in bringing all four systems into the same enclosure at an area where ease of testing and evaluation was the aim. Placing two rectifiers "back-to-back" for adjacent systems should be considered.

It is believed that routine installation costs, not including repairs, would be on the order of $5.00 per sq. ft. as opposed to the $13.46 experienced in this demonstration.

RECOMMENDATIONS

1. Select rectifiers that are simplest and adequate for the area to be protected. One rectifier per 4000 to 7000 sq. ft. or as other geometrical restraints dictate.

2. Delete the bottom of deck primary anodes and power the system with bottom of beam anodes.

3. The primary anode configuration as depicted in figure 1, system 2, is completely adequate and is the most economical to install.

4. Delete the rebar probes as they are not necessary and expensive to install.

YAQUINA BAY BRIDGE
NEWPORT, OREGON

APPENDIX 1

SUMMARY
SYSTEM OPERATING CHARACTERISTICS

The rectifier was operated in the constant voltage mode during this time.

(DATE) SYSTEM	VOLTS	AMPS	RESISTANCE OHMS*	(MoO_3) REFERENCE POTENTIAL DECK mv	BEAM mv
06/08/85					
1	3.14	1.48	2.21	-500 to -700	-520 to -600
2	1.73	1.08	1.60	-160	-600
3	2.95	1.43	2.06	-700	-440
4	3.76	1.75	2.15	-480	-410
07/24/85					
1	3.27	0.91	3.59	-600	-920
2	1.81	0.38	4.76	-100	-1000
3	3.05	1.17	2.61	-960	-580
4	3.82	1.95	1.96	-1000	-500
07/25/85					
1	3.76	0.91	4.13	-670	not obtained
2	2.67	0.91	2.93	-180	-1380
3	2.92	0.93	3.14	-1040	not obtained
4	2.77	0.92	3.01	-700	not obtained
11/12/85					
1	3.62	0.70	5.17	-1150	-1100
2	2.63	0.69	3.81	-740	-1250
3	2.80	0.83	3.37	-1230	-630
4	2.67	0.76	3.51	-1000	-402
02/20/86					
1	2.11	0.38	5.55	-260	-230
2	1.77	0.38	4.66	-401	-206
3	1.87	0.4+	4.68	-102	-440
4	1.89	0.4+	4.73	-175	-54
03/25/86					
1	2.43	0.38	6.39	-263	-257
2	1.94	0.38	5.10	-177	-673
3	1.94	0.41	4.73	-432	- 48
4	2.21	0.55	4.02	-150	-143

*these values are calculated from volts/amps

YAQUINA BAY BRIDGE
NEWPORT, OREGON

APPENDIX 1
(continued)
SUMMARY
SYSTEM OPERATING CHARACTERISTICS

(DATE) SYSTEM	VOLTS	AMPS	RESISTANCE OHMS*	(MoO_3) REFERENCE POTENTIAL DECK	BEAM
				mv	mv
05/19/86 (Original Rectifier)					
1	2.38	0.36	6.58	-40	-24
2	1.97	0.37	5.37	-42	-750
3	1.98	0.39-0.41	5.08-4.83	-440	-220 to +120
4	1.24	0.52-0.54	2.39-2.30	too unstable	-400 to +180
05/21/86 (Replacement Rectifier)					
1	3.47	0.758	4.58	-456	-435
2	2.82	0.990	2.85	-1820	-482
3	2.29	0.791	2.90	-192	-740
4	2.82	1.164	2.42	-265	-956

APPENDIX 2

SYSTEM SURVEY - JANUARY 1985

The Contractor had completed the work with the exception of installing the rectifier and the cosmetic top coat of paint that was to go over the conductive paint. Before placing the top coat it was felt the system should be tested. The Contractors Technical Representative decided to evaluate the system using polarization rate measurements and resistance values.

A 12 volt lead-acid battery with an 18 ohm series resistor was used for a current source. The voltage and current were determined using a Miller B3-A corrosion multimeter. Current "on" data was taken at 0, 1, 3, 5 and 10 minutes followed by current "off" data at 10, 11, 13, 15 and 20 minutes. The positive lead of the volt meter was connected to the rebar and provided the negative sign convention. Resistance measurements were made using a "Nilsson 600" square wave ohm meter. The results are summarized in the table below.

Anode Circuit	Total Ten Minute polarization mv	Total Ten Minute decay mv	Initial D. C. Circuit Resistance ohms
System 1 -Beam	-760	+635	0.95
System 1 -Deck	-900	+680	0.95
System 2 -Beam	-660	+638	0.85
System 2 -Deck	-760	+630	0.82
System 3 -Beam	-1120	+742	0.82
System 3 -Deck	-1100	+820	0.84
System 4 -Beam	-950	+580	0.78
System 4 -Deck	-840	+595	0.82

In order to understand the effects of a short between the coating and rebar an artificial short was created. This reduced the total ten minute polarization by 15% and lowered the circuit resistance by 5%.

Examination of the polarization and decay data indicates that the system has been properly installed and there are no blatant indications of coating to reinforcing steel shorts.

When the beams were tested, the voltage of the adjacent deck electrodes were measured and found to be virtually the same as the voltage on the beams. This implies the deck anodes could be left unconnected and the entire structure could be protected from the bottom of the beams alone.

In conclusion, the systems were considered functional. The conductive coating displays a much lower ohmic resistance than anticipated and has outstanding "throwing power".

APPENDIX 3

OPERATIONAL SURVEY - JUNE 1985

The first test was for the static reference cell potentials and is summarized in the table below.

NATIVE (STATIC) POTENTIALS
MoO3 REFERENCE CELL INSPECTION

Anode Circuit	lead wire str	lead wire ref	MoO3 to Cu-CuSO4	structure to MoO3	Cu-CuSO4 Equivalent	structure to Cu-CuSO4
	#	#	mv	mv	mv	mv
System 1 -Beam	50	52	-291	+11	-280	-272
System 1 -Deck	49	51	-320	+69	-251	-283
System 2 -Beam	42	44	-308	+87	-221	-219
System 2 -Deck	41	42	-272	+82	-190	-185
System 3 -Beam	19	21	-309	+68	-241	-229
System 3 -Deck	18	20	-289	+41	-248	-255
System 4 -Beam	13	10	+/-	- 7	+/-	+/-
System 4 -Deck	14	9	-309	+78	-231	-217

The mean Cu-CuSO4 reference potentials to the MoO3 embedded reference cells was -300 mv with a standard deviation of +/- 16mv. These values agree with those given in the literature. Thus, adding -300 mv to the MoO3 readings gives the potential that would be obtained if a Cu-CuSO4 half-cell had been used directly.

The Cu-CuSO4 equivalent potentials and directly read Cu-CuSO4 potentials indicate there is some possibility of active corrosion. (Potentials more negative than -230 mv.) This condition is not unexpected since the system was ready to receive current in February and the repair strategy did not anticipate a long period without protection.

As indicated in the table above the system 4 - beam reference electrode would not give stable readings and, as such, may be faulty.

The resistance between the anode system and the structural steel in the concrete were obtained using an a/c ohm meter. The results are summarized and compared with the January values below.

Anode #	Resistance - OHMS Jan.	June
1	0.95	0.92
2	0.95	0.89
3	0.85	0.96
4	0.82	1.00
5	0.82	1.00
6	0.84	1.03
7	0.78	1.23
8	0.82	1.09

The increase in the average resistance from January to June is consistent with expected seasonal variation.

The system was put into operation while taking E-Log-I data. Reference cell potentials were obtained using an oscilloscope so the potentials would reflect applied current off or an "IR Free" condition. The rectifier's output was an asymmetric wave form which resulted in two different readings per cycle. This made interpretation of the E-Log-I plots difficult. (Depolarization data taken later indicates that the results interpretated from the E-log-I plots were fairly unreliable.) After the system was in operation, measurements were taken on the rebar probes and are summarized below.

System No.	Current ma
1	0.16
2	-
3	0.10
4	-

Rebar probes 2 and 4 were inadvertently polarized by the digital multimeter being on the Ohm range. This effect is temporary. Data taken later indicated probes 2 and 4 are operating normally and probes 1 and 3 were clearly receiving current.

The system was shut down and permitted to depolarize. System "off" and system "on" data was taken the next day on the top of the deck. The data was reduced by the Contractors Technical Representative. The data indicates that the cathodic protection system has a significant effect on the top rebar mat. (see appendix 7)

The system was set using "best guess" parameters as determined from the E-log-I data which is summarized below.

E-LOG-I TABULATION

System 1
approximately 1440 sq. ft.

Potential mv	Average potential	ma/ft^2
-30 to -50	-40	0.026
-55	-55	0.031
-80	-80	0.087
-90	-90	0.118
-110	-110	0.139
-130	-130	0.241
-160	-160	0.239
-175	-175	0.381
-210	-210	0.482
-270	-270	0.615
-320 to -380	-350	0.699
-370 to -420	-395	0.817
-430 to -490	-460	0.918
-500 to -540	-520	1.029

System 2
approximately 1800 sq. ft.

Potential mv	Average Potential	ma/ft^2
-300 to -380	-340	-0-
-380 to -440	-410	0.311
-480 to -600	-540	0.404
-600 to -650	-625	0.488
-640 to -720	-680	0.601

System 3
approximately 1540 sq. ft.

Potential mv	Average potential	ma/ft^2
-8	-8	0.071
-60 to -150	-105	0.266
-150 to -220	-185	0.421
-195 to -295	-245	0.592
-275 to -360	-318	0.768
-325	-325	0.802
-370	-370	0.931

System 4
approximately 2050 sq. ft.

Potential mv	Average Potential	ma/ft^2
-40	-40	0.083
-80	-80	0.210
-130	-130	0.307
-220	-220	0.548
-260	-260	0.651
-310	-310	0.779
-335	-335	0.853

Note: MoO_3 reference cell potentials were obtained using an oscilloscope to obtain the true instant off values. Where no potential or two potentials occur is the result of the asymmetric wave forms output by the rectifiers.

Current per surface area (ma/ft^2) was calculated from the total current output by the rectifier of each system and divided by the estimated area for the system.

The system operating characteristics are summarized in Appendix 1.

APPENDIX 4

NEW BOARD INSTALLATION AND OPERATION - JULY 1985

The system's operating characteristics were determined and reported in Appendix 1. The system was turned off and the following depolarization data was taken.

DEPOLARIZATION

Anode Circuit	Mo03 cells Instant off-mv	Off 2.75 Hr. mv	Potential shift mv	Cu-CuSO4 equivalent mv
System 1 -Beam	-920	+83	+1003	-1220
System 1 -Deck1	-600	+73	+673	-900
System 2 -Beam4	-1000	+64	+1064	-1300
System 2 -Deck	-100	+63	+163	-400
System 3 -Beam	-580	+115	+695	-880
System 3 -Deck	-960	+142	+1102	-1260
System 4 -Beam	-500	+33	+533	-800
System 4 -Deck	-1000	+61	+1061	-1300

Instant off potentials were obtained using an oscilloscope. They reflect averaged values with the system "on" but at times when no impressed current was flowing. If the 100 mv potential shift criteria is applied to this data it is evident over protection is being observed.

After the depolarization data was taken, the new, temporary, printed circuit boards were installed. The systems were set in the constant voltage mode so approximately 0.9 amps was being delivered and with the current limited to 1.5 amps.

APPENDIX 5

NEW BOARD INSTALLATION AND OPERATION - NOVEMBER 1985

When the replacement printed circuit boards arrived they were examined and found to still be "proto-type" quality. Also, the corrosion resistant protective coating on the boards was lower quality than expected.

The system operating parameters were taken and are in appendix 1. The system was permitted to depolarize and the depolarization data was taken and is presented below.

DEPOLARIZATION

Anode Circuit	MoO3 cells Instant off-mv	Off 2.75 Hr. mv	Potential shift mv	Cu-CuSO4 equivalent mv
System 1 -Beam	-570	-35	+535	-870
System 2 -Beam	-1330	+127	+1457	-1630
System 3 -Deck	-1240	-40	+1200	-1540
System 4 -Deck	-970	-85	+885	-1270

In view of the 100 mv change criterion it is still evident over protection is being experienced.

After the system was depolarized the new boards were installed. When the Rectifier was energized, the digital meters still did not auto-range or display the required number of significant digits.

Attempts to adjust the cards so the meters would read correctly were unsuccessful. The Contractors Technical Representative then measured the voltages feeding the meters and decided to obtain more sensitive, auto-ranging meters.

The meters were obtained and one was installed. There was sufficient fluctuation problems with the voltages feeding the meter and with the sensitivity to moisture that the field retro-fit was aborted.

APPENDIX 6

NEW RECTIFIER INSTALLATION - MAY 1986

May 19, 1986

The contractor, the technical representative and the project manager reviewed the shop drawings and the as constructed wiring of the system. Problems with the wiring as depicted on the shop drawings were identified and resolved. A copy of the revised junction box wiring diagram is attached.

May 20, 1986:

Top of deck potential profiles (appendix 7) and system operating parameters (appendix 1) were obtained. The existing rectifier was then shut off and removed from the system. Existing junction boxes were removed from the system as required. The existing 2" PVC conduit was extended approximately 4 feet to connect to the new junction box and rectifier. The new junction box was field retro-fit to reflect the revisions and the new rectifier was mounted.

May 21, 1986:

All the wiring was connected in and/or through the junction box and to the rectifier. A new 115 volt a/c service line was run to the rectifier. Eight splices were made with crimp-on connectors, treated with silicon sealant and sealed in shrink tube. All wires were correctly relabeled as required. The system was turned on and tested. Operation of the rectifier was checked and found to be satisfactory.

New System Operation:

The technical representative recommended the rectifiers be in the constant voltage mode with the initial voltage setting to provide an amperage of 0.6 milliamps per square foot in each system. The amperage was permitted to float with a maximum of 1.5 amps. The constant potential feature was set so that it would not interfere with the constant voltage operation. The beam reference electrodes were connected directly to the rectifier and can be read from the panel meters. The deck reference electrodes were terminated at test points in the junction box. The initial operating parameters were calculated as follows:

SYSTEM	SQ. FT.	X AMPS/SQ. FT.	= AMPS TOTAL
1	1438	x .0006	= 0.863
2	1798	x .0006	= 1.079
3	1540	x .0006	= 0.924
4	2052	x .0006	= 1.231

The systems were activated and the following settings were made. Panel refers to the readings from the meters on the rectifier. Instrument indicates the readings obtained by an external meter.

SYSTEM	PANEL AMPS	PANEL VOLTS	INSTRUMENT VOLTS	PANEL REFERENCE	INSTRUMENT VOLTS
1	.825	3.3	3.47	-.45	-.456
2	1.06	2.8	2.82	-1.70	-1.82
3	.92	2.2	2.29	-.18	-.192
4	1.18	2.8	2.82	-.25	-.265

Everything appeared to be operating properly so the system operating parameters were taken from the test points in the junction box.

The added junction box gives added flexibility since the anode circuits for the beam and deck and the structure (rebar) circuits for the beam and deck can be easily measured.

The following table is data taken from the test points in the junction box. The system amperages are computed from the voltage read across a 0.0100 ohm shunt. Thus, I= 100 x E, where E is in volts, or I = .1 x E, where E is measured in millivolts.

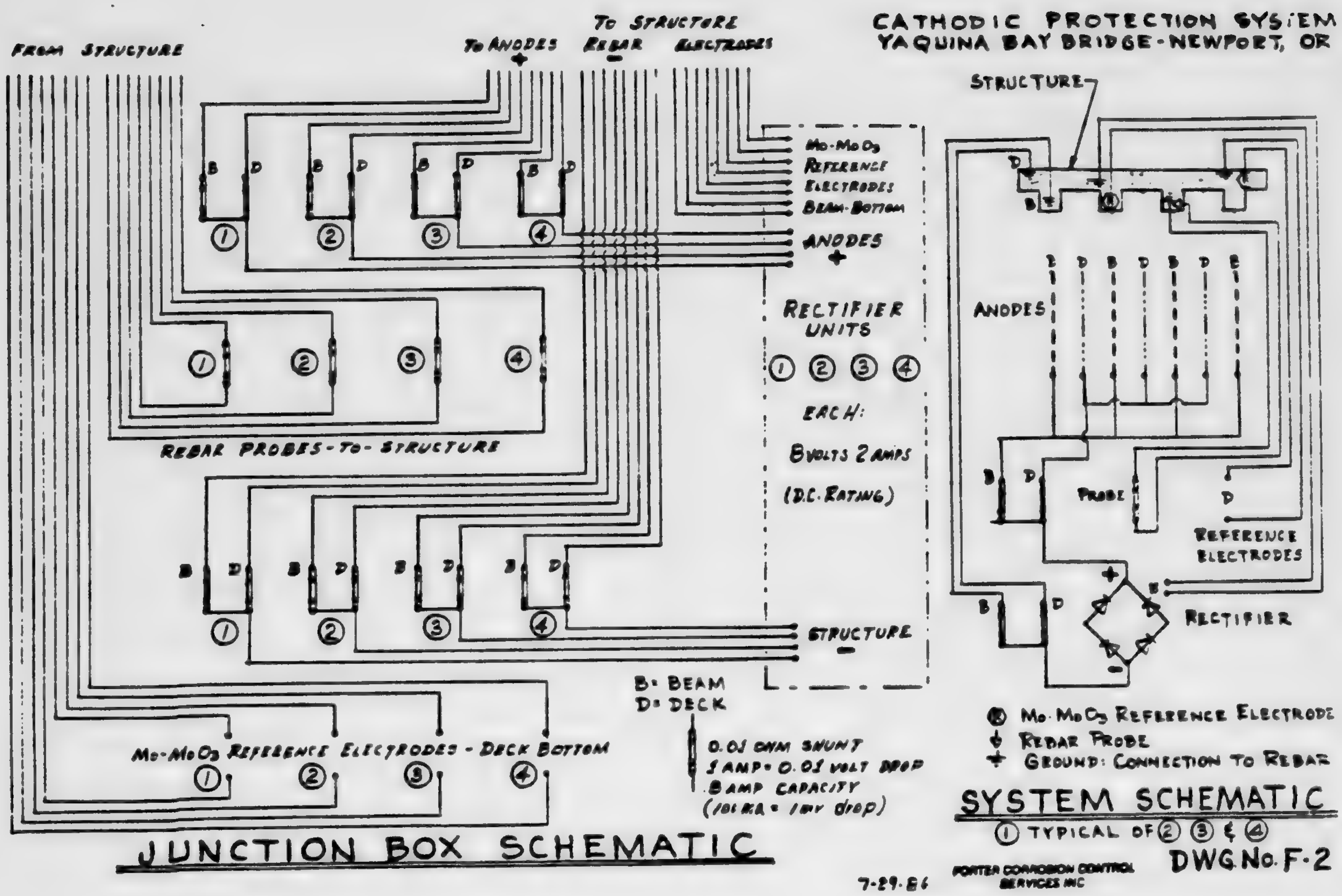
	ANODE			STRUCTURE			REFERENCE
SYSTEM	BEAM AMPS	DECK AMPS	TOTAL AMPS	BEAM AMPS	DECK AMPS	TOTAL AMPS	CELL - DECK MILLIVOLTS
1	.425	.333	.758	.258	.562	.820	-435
2	.482	.508	.990	.544	.455	.999	-482
3	.453	.338	.791	.348	.429	.777	-740
4	.635	.529	1.164	.631	.559	1.190	-956

The relatively good agreement between the totals for the anode and structure indicate there is relatively little current going to areas that are not in the system.

Other Comments:

The system appears to be working properly, provides flexibility for operation and monitoring.

At this time the conductive coating was visually inspected. Most questionable areas were examined and the coating was found to be sound. The failures in the coating that were noted could be attributed to either leaking cracks in the deck or steel in contact with the coating. In the areas where brown staining has ocurred, a pach-o-meter was used to check for tramp metal and none was found. The cause of the staining is unknown at this time. The coating was given a good rating with less than 0.1% of the area rated as failed.


CATHODIC PROTECTION SYSTEM
YAQUINA BAY BRIDGE-NEWPORT, OR
FROM STRUCTURE
TO ANODES +
TO STRUCTURE
REBAR −
ELECTRODES
Mo-MoO3 REFERENCE ELECTRODES BEAM-BOTTOM
ANODES +
B
D
①
②
③
④
RECTIFIER UNITS
① ② ③ ④
EACH:
8 VOLTS 2 AMPS
(D.C. RATING)
REBAR PROBES-TO-STRUCTURE
STRUCTURE −
B= BEAM
D= DECK
Mo-MoO3 REFERENCE ELECTRODES - DECK BOTTOM
0.01 OHM SHUNT
1 AMP = 0.01 VOLT DROP
8 AMP CAPACITY
(100 MA = 1 mV drop)
JUNCTION BOX SCHEMATIC
STRUCTURE
ANODES
PROBE
REFERENCE ELECTRODES
RECTIFIER
Ⓡ Mo-MoO3 REFERENCE ELECTRODE
REBAR PROBE
GROUND: CONNECTION TO REBAR
SYSTEM SCHEMATIC
① TYPICAL OF ② ③ & ④
DWG. No. F-2
7-29-86
PORTER CORROSION CONTROL SERVICES INC

APPENDIX 7

POTENTIAL PROFILES - TOP OF DECK
CONSULTANTS REPORT

YAQUINA BAY BRIDGE
EQUIPOTENTIAL PROFILES

INTRODUCTION:

On June 8, 1985, Norton Corrosion Limited, Inc. (NCL) personnel conducted equipotential profiles on a section of the Yaquina Bay Bridge upper deck immediately above a recently installed soffit and substructure cathodic protection system. Potentials were obtained immediately prior to and immediately after energizing that cathodic protection system. On July 24, 1985, and again on May 21, 1986, NCL personnel obtained additional profiles of the same section. During all four tests NCL was assisted by Mr. H. M Laylor, Oregon State Highway Division Research Project Coordinator, and by Highway Division traffic control personnel.

DESCRIPTION OF AREA MAPPED:

The section of deck mapped is located in the north bound lane of U.S. Highway 101 on the north end of the Yaquina Bay Bridge. The northern most edge of the three profiles is approximately 42.4' south from the expansion joint at the first bent south of the north approach plaza. The profiles obtained extend west from the east curb to approximately the centerline of the highway.

TEST PROCEDURES:

Potentials were obtained using a high internal impedance electronic voltmeter in conjunction with a $CuCuSO_4$ reference cell. The voltmeter has internal electronic data storage. The reference cell was fitted with a sponge and the concrete wetted with a soap solution in accordance with ASTM C876-80. Connection to the structure was achieved using a permanently exposed piece of rebar welded to the upper mat. The exposed piece of rebar is located at the curb and equates to the upper right hand corner of all four profiles. Individual potentials were obtained on a grid basis, 5.5 inches on center.

The data collected was directly transferred from the voltmeter to a computer which generated the maps using a modified surveying program. On the attached maps and data sheets chainage is in inches and potentials are in millivolts D.C.

PROFILES:

June 8, 1985 - "Off" (Grid 001):

The most notable feature of this profile is the relatively electropositive potentials. The soffit, T-beams and diaphragms beneath Grid 001 are coated with a cathodic protection/conductive material and a top coat. This coating extends approximately 5 feet south of the sourthern most edge of Grid 001. Excepting the negative potentials associated with the exposed rebar (structure connection) at N121:E165, the potentials observed for Grid 001 are about 100 to 150 mv more electropositive than potentials obtained on a random basis in an area about 5 to 10 feet south of the southern end of the cathodic protection coating system. This grid was taken less than on hour prior to energizing the cathodic protection system.

June 8, 1985 - "On" (Grid 002):

This profile was obtained within an hour after energizing the cathodic protection system. The most notable feature of this grid is that even though the cathodic protection system was designed for and adjusted to protect the substructure and bottom deck mat reinforcement, significant current is being provided to the upper mat as well. Even in areas where there exist geometric impediments (e.g. over the T-beams) potential shifts in excess of 100 mv from "off" are observed. IR voltages are included in this grid. However, over T-beams and diaphragms this spurious voltage inclusion may reasonably be expected to be small. For this grid the protective current averaged 0.85 ma/ft^2 of concrete as applied to the soffit.

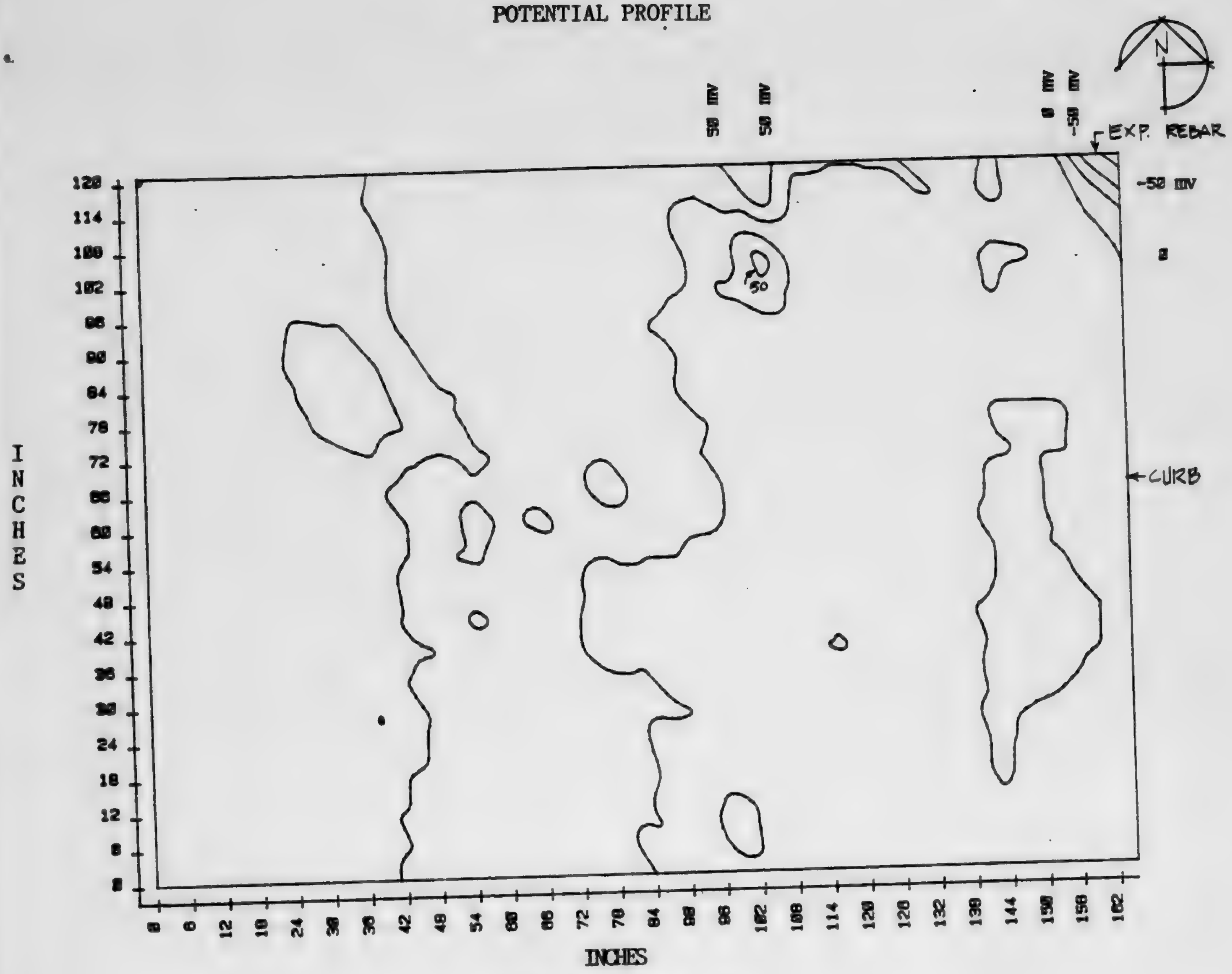
July 24, 1985 - "On 46 Days" (Grid 003):

The most notable feature of this grid is the evening out of current distribution. This is seen by the electronegative shift in potentials in areas over the T-beams and diaphragms and electropositive potential shift elsewhere for Grid 003 relative to Grid 002. To assist in seeing this improvement in current distribution with time, histograms for Grids 002 and 003 are included. The histogram cells are 10 mv wide. The histogram Y-axis are the number of readings observed within the cell. The histogram X-axis are the potential readings (negative millivolts). Normal curves are superimposed on each histogram. Note that the mean potential for the two are within 2 mv of each other. Also note the significant reduction in coefficient of variance and standard deviation. The distribution of the data appears bimodal in both cases. For Grid 003 the current averaged 0.95 ma/ft^2 of concrete as applied to the soffit.

May 21, 1986 - "On One Year" (Grid 004):

In November of 1985 the protective current output to the soffit area beneath the region appearing in Grids 001 through 004 was reduced. The protective current output to the soffit when Grid 004 was obtained averaged 0.24 ma/ft^2 of concrete. This level of output is approximately one-quarter of that applied when Grids 002 and 003 were obtained. Therefore, that the mean potential for Grid 004 is more electropositive than those obtained for Grid 002 and 003 is not surprising. The histogram for Grid 004 does not reflect the bimodal distribution seen for Grids 002 and 003. However, the map itself does show the effect of geometric impediments (stringer beam) in the area NO:EO--N108:E60.

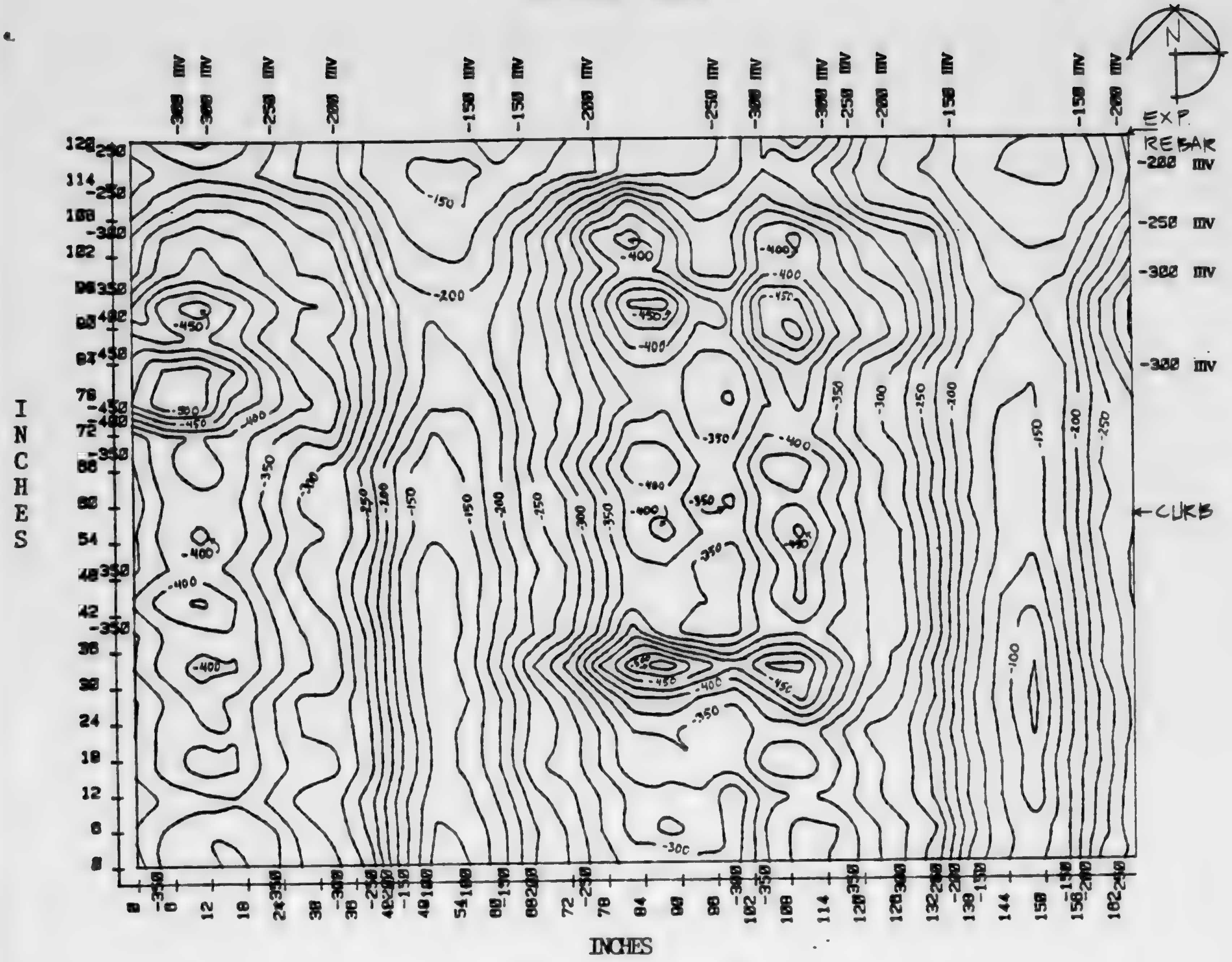
POTENTIAL PROFILE



SYSTEM OFF - June 8, 1985

GRID 001

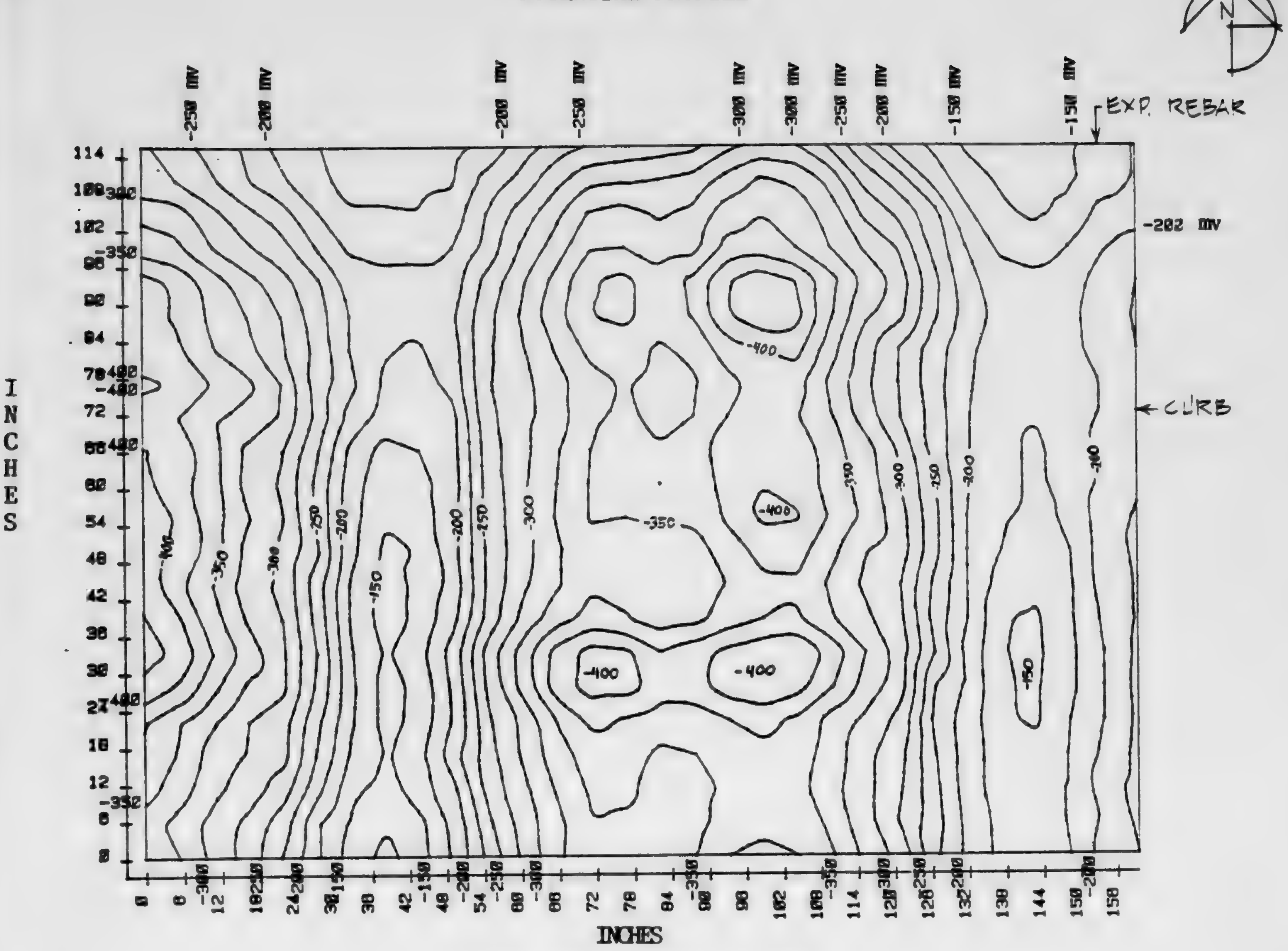
POTENTIAL PROFILE



SYSTEM ON - June 8, 1985

GRID 002

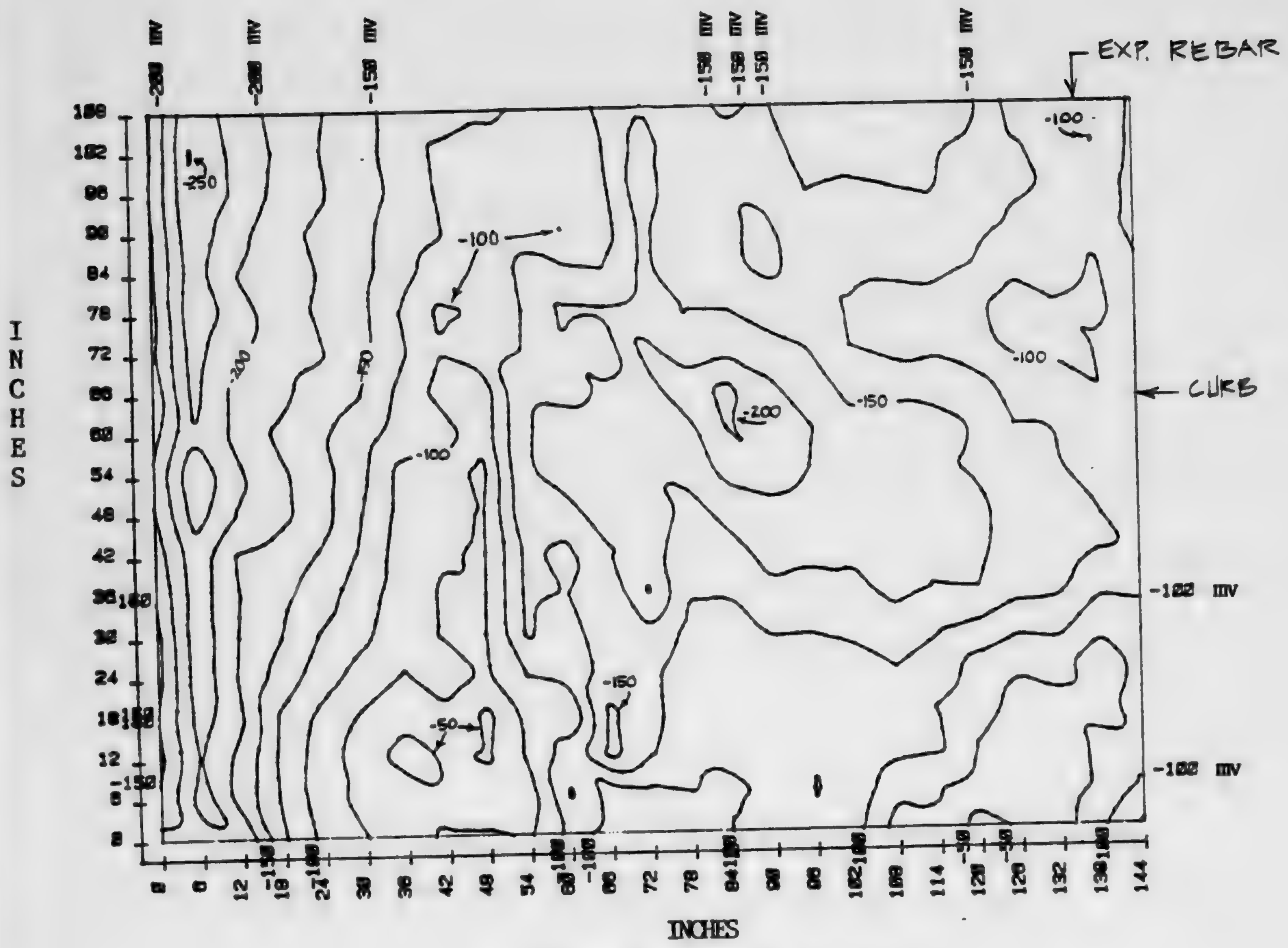
POTENTIAL PROFILE



SYSTEM ON 46 days - July 24, 1985

GRID 003

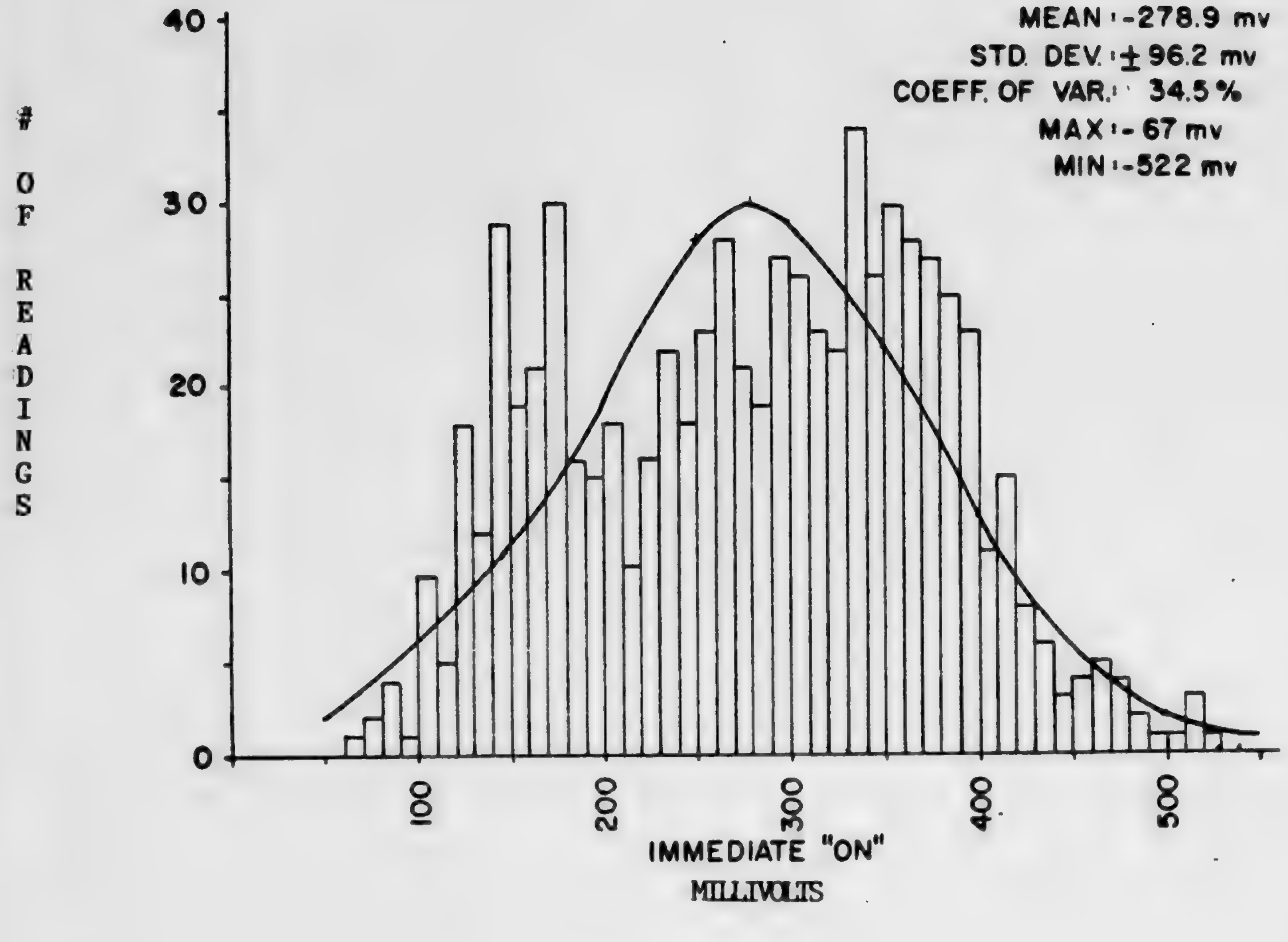
POTENTIAL PROFILES



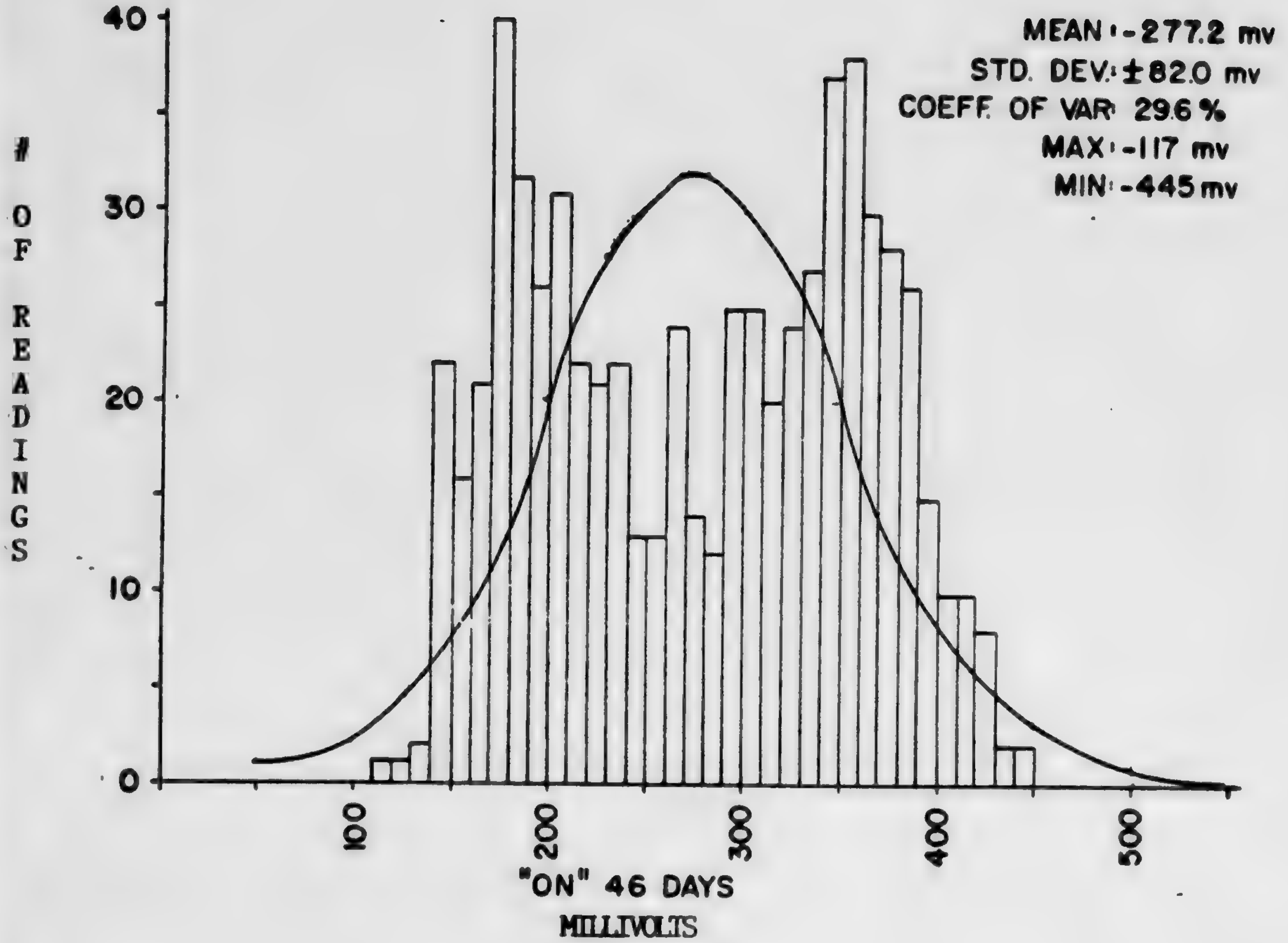
SYSTEM ON ONE YEAR - May 21, 1986

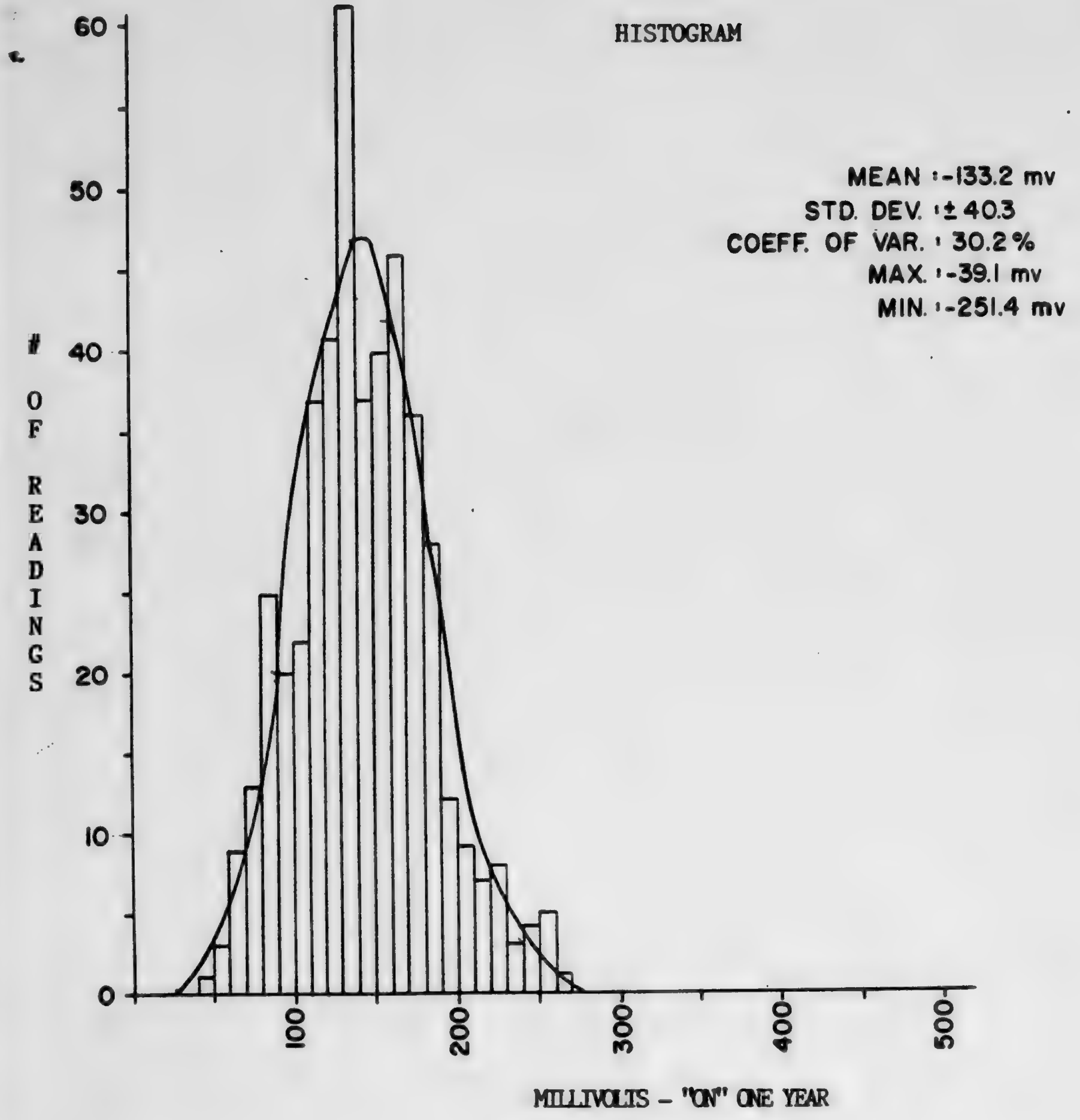
GRID 004

HISTOGRAM


MEAN : -278.9 mv
STD. DEV. : ± 96.2 mv
COEFF. OF VAR. : 34.5 %
MAX : - 67 mv
MIN : -522 mv
# OF READINGS
40
30
20
10
0
100
200
300
400
500
IMMEDIATE "ON"
MILLIVOLTS

HISTOGRAM


MEAN: -277.2 mv
STD. DEV: ±82.0 mv
COEFF. OF VAR: 29.6 %
MAX: -117 mv
MIN: -445 mv
# OF READINGS
40
30
20
10
0
100
200
300
400
500
"ON" 46 DAYS
MILLIVOLTS



HISTOGRAM

MEAN :-133.2 mv
STD. DEV. :± 40.3
COEFF. OF VAR. : 30.2%
MAX. :-39.1 mv
MIN. :-251.4 mv
# OF READINGS
0
10
20
30
40
50
60
100
200
300
400
500
MILLIVOLTS - "ON" ONE YEAR

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 15, 1987

In Reply Refer to
File No.:
AGR

Douglas A. Bernard, Chief
Demonstration Projects Division
Federal Highway Administration
United States Department of Transportation
400 - 7th Street, S.W.
Washington, D.C. 20590

Your Reference No. HHO-42
Demonstration Project No. 923
"Cathodic Protection for Reinforced Concrete Substructures"
Work Order No. DTFH 71-83-923-OR-05

Enclosed is one fully executed original Cooperative Agreement Work Order, DTFH71-83-923-OR-05, Modification No. 1, for the construction and evaluation of a cathodic protection system on a substructure at Yaquina Bay in Newport, Oregon.

As stated in your letter of April 24, 1987, this modification is issued under a Cooperative Agreement signed and dated July 11, 1981, and Amendment No. 1 dated April 24, 1984. This modification is effective on April 21, 1987, and will terminate on April 15, 1989.

Our files do not include a copy of the above-mentioned Cooperative Agreement dated July 11, 1981, and we would appreciate your sending a copy to us for our records.

/s/ Larry Rulien

Larry Rulien
State Highway Engineer

Enclosure

cc: Dale E. Wilken, Division Administrator
Federal Highway Administration
(w/enclosure)

bc: Commission Services (w/original encl.)
Ed Marges (w/encl.)
Bob Blensly (w/encl.)

kkr/006

Form 734-3122 (1-87)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
DEMONSTRATION PROJECTS PROGRAM
COOPERATIVE AGREEMENT WORK ORDER

WORK ORDER NO.: DTFH71-83-923-OR-05
Modification No. 1

EFFECTIVE DATE: APR 21 1987

ISSUED BY:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
400 7TH ST. S.W.
WASHINGTON, D.C. 20590

COOPERATING AGENCY:

Oregon State Highway Division
State Highway Building, Room 140
Salem, Oregon 97310

DEMONSTRATION PROJECT NO. 923, Cathodic Protection for Reinforced Concrete Substructures

ACCOUNTING AND APPROPRIATION DATA:
248-15-73-1C-1060-3923
248-15-73-1C-106007923

FUNDS AVAILABLE: Not to Exceed - $91,500 ($60,000 Construction)
($31,500 Evaluation)
(Additional Funds for Evaluation - $21,500)

THE COOPERATING AGENCY AGREES TO PERFORM ALL THE SERVICES SET FORTH IN THE ATTACHED SCHEDULE FOR THE CONSIDERATION STATED HEREIN. THE RIGHTS AND OBLIGATIONS OF THE PARTIES TO THIS WORK ORDER SHALL BE SUBJECT TO AND GOVERNED BY THE SCHEDULE AND THE COOPERATIVE AGREEMENT DATED July 11, 1981 and Amendment No. 1 dated April 24, 1984

Termination Date - April 15, 1989

COOPERATING AGENCY:

Oregon State Highway Division
State Highway Building, Room 140
Salem, Oregon 97310

BY(AUTHORIZED SIGNATURE)

TYPED NAME: Larry Rulien
DATE: May 12, 1987
TITLE: State Highway Engineer

ISSUING OFFICE:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
400 7TH ST. S.W.
WASHINGTON, D.C. 20590

BY(AUTHORIZED SIGNATURE) Gary L Klinedinst

TYPED NAME: Gary L. Klinedinst
DATE: APR 21 1987
TITLE: Division Engineer

Work Order DTFH71-83-923-OR-05 with the Oregon State Highway Division is modified as follows:

ARTICLE I - STATEMENT OF WORK

No change.

ARTICLE II - WORK PLAN

Substitute the attached revised work plan.

ARTICLE III - PERIOD OF PERFORMANCE

Change the construction completion date from December 1, 1984 to June 1, 1986. Change the evaluation and reporting completion date from June 1, 1986 to April 15, 1989.

ARTICLE IV - KEY PERSONNEL

Change principal investigator from William J. Quinn, Research Coordinator to H. M. (Marty) Laylor, Research Project Coordinator.

ARTICLE V - CONSIDERATION AND PAYMENT

Total amount eligible for reimbursement of evaluation cost is changed from $10,000 to $31,500.

JUSTIFICATION

Due to the innovative concepts involved in this project, it was necessary to have additional technical support from the Oregon research section during construction and the evaluation period. A faulty rectifier supplied to the prime Contractor was returned, thereby causing a substantial delay in completion of construction. The evaluation period has been extended due to this delay.

WORK PLAN MODIFICATION, DEMONSTRATION PROJECT NO. 923
CATHODIC PROTECTION FOR REINFORCED CONCRETE SUBSTRUCTURE
YAQUINA BAY BRIDGE

Introduction

Execution of the above named project, with exception of the rectifier, was done in a timely and conscientious manner. The rectifier, because of the specifications, was virtually a single sourced item. As such the success of the project became dependent on the Contractor obtaining a unit that satisfied the specifications. Failure of the Manufacturer to supply a suitable unit resulted in a contract which could not be finalized. In order to complete the project, the decision was made to reject the rectifier and have the contractor replace the rejected unit with "proven - off the shelf units". The replacement rectifiers ares now scheduled for installation the week of May 19, 1986.

Scope

This proposed work plan begins from the time the new rectifier arrives and continues forward for a period of two years from the time the Contractor turns the project over to the State. The changes in the plan reflect the experience gained by State personnel since the project began and some of the advances that have been made by the State and others in cathodic protection technology.
The attached forms reflect what is perceived to be pertinent information about the operation and condition of the systems. Once completed, these forms will be an appendix to the final report.

Statement of Work

The Research Section of the Oregon State Highway Division will, upon arrival of the new rectifier, determine the operating parameters of the systems (see attached forms), run depolarization, and employ a consultant to do a limited potential map on top of deck.
The Contractor's Technical Representative will then bring up the new systems and turn the operation of the system over to the State. At the completion of the contract the Technical Representative will provide the State a record of what they did during the life of the project and a complete set of operating instructions.

Evaluation and measurements will be made monthly for the first three months and quarterly thereafter. (see attached field work sheets)

Reports

The initial report will be expanded to include the data that was collected while the non-specification rectifier was in operation.

Within 45 days of completion of the work the Research Section will submit a draft report on the design, installation, cost and operation of the system. The Contractor's Technical Representative's report, when received, will be added to the appendix. Quarterly reports will be prepared during the first 21 months of operation with the new rectifiers and a final draft report will be submitted within 90 days after this system has been in operation for two years.

Costs for Evaluation Under the Revised Work Plan

The work plan, as outlined above, extends the time to completion of the final report well over 1 year longer than originally anticipated. While the contractor was trying to furnish the specified rectifier a significant amount of information and data on the system has been collected. The extended scope of the report to include this data and the additional collection costs have contribute to the increased evaluation cost. Also, the experience gained to date gives a realistic base for estimating the cost of future evaluations.

The following is a summary of to date and anticipated costs for completing the Project as outlined.

Cost Estimate for Proposed Evaluation

Removal and replacement of the rectifier and associated data collection, on or about May 19, 1986:	$ 1,000
Interim report:	4,100
Monthly and quarterly evaluations - eight:	10,000
One year and Two year inspection:	3,700
Final report:	4,900
Projected cost for project evaluation, from May 1, 1986	$23,700
Total spent to May 1, 1986	7,800
Total projected cost of evaluation	$31,500

page 1 of 2

Yaquina Bay Bridge Cathodic Protection System
Newport, Oregon

Date: May 1, 1986

****

FUNCTION	SYSTEM 1	-	SYSTEM 2	-	SYSTEM 3	-	SYSTEM 4
**************							
SYSTEM VOLTAGE -----		-		-		-	
shunt, ma -------		-		-		-	
SYSTEM AMPERAGE ----		-		-		-	
MoO3 REFERENCE CELLS:							
REFERENCE 1, mv ----		-		-		-	
REFERENCE 2, mv ----		-		-		-	
INSTANT OFF 1, mv --		-		-		-	
INSTANT OFF 2, mv --		-		-		-	
REBAR PROBE, ma ----		-		-		-	
DEPOLARIZATION TIME							
0 ON --------		-		-		-	
0 OFF -------		-		-		-	
1 min. ------		-		-		-	
3 min. ------		-		-		-	
5 min. ------		-		-		-	
10 min. ------		-		-		-	
20 min. ------		-		-		-	
30 min. ------		-		-		-	
1 hr. -------		-		-		-	
2 hr. -------		-		-		-	
_____ -------		-		-		-	
_____ -------		-		-		-	
_____ -------		-		-		-	
_____ -------		-		-		-	
overnight ----		-		-		-	

AMBIENT TEMPERATURE:________:
SURVEY: CONCRETE:

SURVEY: PAINT:

DEPOLARIZATION FOR STASTICAL ANALYSIS

Cu-CuSO4

instant off, mv

test point number	SYSTEM 1	SYSTEM 2	SYSTEM 3	SYSTEM 4
1 -----------	-	-	-	
2 -----------	-	-	-	
3 -----------	-	-	-	
4 -----------	-	-	-	
5 -----------	-	-	-	
6 -----------	-	-	-	
7 -----------	-	-	-	
8 -----------	-	-	-	
9 -----------	-	-	-	
10 -----------	-	-	-	
11 -----------	-	-	-	
12 -----------	-	-	-	
13 -----------	-	-	-	
14 -----------	-	-	-	
depolarized, mv				
1 -----------	-	-	-	
2 -----------	-	-	-	
3 -----------	-	-	-	
4 -----------	-	-	-	
5 -----------	-	-	-	
6 -----------	-	-	-	
7 -----------	-	-	-	
8 -----------	-	-	-	
9 -----------	-	-	-	
10 -----------	-	-	-	
11 -----------	-	-	-	
12 -----------	-	-	-	
13 -----------	-	-	-	
14 -----------	-	-	-	

STATISTICAL CALCULATIONS AND COMMENTS:

Investigator:________________

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

May 1, 1987
IN REPLY REFER TO

HPR.1-OR/740.6

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

NOTED
E. SCHWART

Dear Mr. Rulien:

Demo Project 923 - "Cathodic Protection
for Reinforced Concrete Substructures
DTFH 71-83-923-OR-05

Enclosed for your authorized signature are two copies of Modification No. 1 to Work Order No. DTFH 71-83-923-OR-05. The modification responds to your request by providing additional funds for evaluation and reporting, revising the work plan, changing the principal investigator, and extending the completion date. No additional funds are available for construction costs incurred, which must be assumed by OSHD.

Please execute both copies of the Work Order Modification, according to Mr. Bernard's instructions. Retain one copy for your files and return one with original signatures to the Demonstration Projects Division of FHWA in Washington, D.C. We would also appreciate receiving a copy of the executed signature page for our local FHWA records.

Sincerely yours,

E. Wilken
ion Administrator
in - Research

- [illegible] Checked + ok for Larry to sign
- Since it is related to [illegible] does not need to go on delegated authority request
- Check w/ Ed Margie, does he need to coordinate?
- Request copy of the amendment [illegible] signed copy back

O.K. - WEB

Extends evaluation time & provides add'l funding for it. WEB

RECEIVED
STATE HWY ENGR
MAY 4 '87
REFER TO
Pat Schwartz - OK for Larry to sign?
FOR
Info | Inves | R/D | O.K | Sign | Act | File

✓

Rr

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

May 1, 1987
IN REPLY REFER TO

HPR.1-OR/740.6

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State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

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E. SCHWART

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Sincerely yours,

Caib W. Frobig
for Dale E. Wilken
Division Administrator

Enclosure
Bernard's ltr w/Modification

Cy Keith Martin - Research

cc:
Region (HPP-010.5
Washington, D.C. (HHO-42)
OSHD (R. Blensly, Res)

O.K. - WEB

Only extends evaluation time & provides add'l funding for it.
WEB

RECEIVED
STATE HWY ENGR
MAY 4 '87
REFER TO Pat Schwartz - OK for
FOR Larry to sign?

Info	Inves	R/D	O.K.	Sign	Act	File

✓
Rv

U.S. Department
of Transportation
**Federal Highway
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

APR 24 1987

Reply to: HHO-42

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Division
State Highway Building, Room 140
Salem, Oregon 97310

Through:
Mr. Dale E. Wilken
Division Administrator
Salem, Oregon

Dear Mr. Rulien:

Enclosed are two copies of Modification No. 1 to Work Order No. DTFH71-83-923-OR-05 for the construction and evaluation of a cathodic protection system on a substructure at Yaquina Bay in Newport, Oregon. This modification provides additional funds for evaluation and reporting, a revised work plan, extension of completion date, and change of principal investigator. No additional funds will be provided for construction. Any additional cost will be assumed by the contracting agency. This modification is issued under our Cooperative Agreement signed and dated July 11, 1981, and Amendment No. 1 dated April 24, 1984.

Please execute both copies of the Work Order modification and return one copy with original signatures to this office.

If you have any questions concerning this modification, please contact Project Manager Donald R. Jackson of this office at 703-285-2730.

Sincerely yours,

Douglas A Bernard

Douglas A. Bernard
Chief, Demonstration
Projects Division

Enclosures

cc: RFHWA, M. E. Green, Region 10, Portland, OR, HPP-010.6

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

DATE: April 8, 1987

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5
9898

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. FHWA Demo

Contract 9898 , Work Completed May 21, 1986

Project Yaquina Bay Bridge (Newport)

Highway Oregon Coast

County Lincoln

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date June 22, 1987 CW Frobig

Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
William Anhorn
B. M. Walton

CPC/FL4

NOTED
LARRY RULIEN

RECEIVED
STATE HWY ENGR
JUL 2'87
REFER TO
FOR
Info Invest R/D D/R Sign Act File

RECEIVED
APR 09 1987
OREGON DIVISION

Form 734-3122 (1-87)

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

CEIVED
HWY ENGR
FEB 18 '87
In Reply Refer to File No.
REFER TO
FOR
R/D
D/K
Sign
Act
File

NOTED
V. E. SCHWARTZ

February 17, 1987

Donald R. Jackson, Project Manager
Demonstration Projects Division
Federal Highway Administration
1000 North Glebe Road
Arlington, VA 22101-4799

Subject: Yaquina Bay Cathodic Protection System

After Marty Laylor's (of our staff), conversation with Cal Frobig (Division Office FHWA), I feel that a brief recap of the events on the above named project is in order.

At the onset of the project, Matcor had assured us that they would have no problem supplying the specified rectifier. With this in mind, consider what was to follow.

1. The system was ready for the rectifier in early March 1985.
2. Rectifier Version 1 -- The rectifier did not arrive until mid-May and 3 days were spent demonstrating that it could not be made to work. Consequently it was returned.
3. Rectifier Version 2 -- June 1985 the rectifier would satisfactorily operate in the constant voltage mode only and had other problems.
4. Rectifier Version 3 -- Late July 1985, control of the mode of operation still could not be attained as well as still having the other problems.

   On August 12, 1985 Mr. Joe Lehmann, President, Porter Corrosion Control Services (PCCS), contacted Mr. William Schutt, President of Matcor, to see if he could determine the status of the rectifier. Mr. Schutt verbally assured Mr. Lehmann that shipment would be on or before Sept 26.

   Further, Matcor advised PCCS that the required rectifier was "extraordinarily unusual" which was in direct contradiction with the position Matcor had taken at the onset of the project.

   After that communication, Matcor requested, and got time extensions to September, then October and finally, the delivery in November.

5. Rectifier Version 4 --.November 1985, this was still obviously a prototype version and still did not meet the requirements of the specifications.

The project has required greater than planned engineering and evaluation time. The State and the Contractor had no contract administration problems despite both having incurred costs for "rectifier evaluation".

On the positive side, the information gathered has enabled us to define a rectifier system that meets our requirements. The installed rectifier operates under any of three modes and may be reset without external instrumentation.

The contractor was notified that the original rectifier was rejected. The contractor agreed to take back the original rectifier and supply and install a new rectifier system at his (the contractor's) expense, that was fully capable of powering the systems in any of three modes. The new rectifier system was installed in May 1986.

Engineering, evaluation and administration time was spent on the negotiations for a reinstallation.

From the above it is clear that because of the rectifier problems, the contractor incurred non-reimbursable expenses which he and PCCS had to absorb.

In conclusion, we feel that the contract, engineering, and evaluation overruns were necessary in view of the problems caused by Matcor's inability to supply a rectifier that could meet our specifications.

R. C. Blensly
Research Engineer

cc Schwartz
Wilken

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) Yaquina Bay Bridge(Cathodic Protection)		WEEK ENDING August 21,1986
HIGHWAY Oregon Coast	COUNTY Lincoln	CONTRACT NO 9998
CONTRACTOR ABHE & Svoboda	KIND OF WORK Cathodic Bridge Protection	F A PROJECT NO FHWA Demo(10)
		DATE OF AWARD October 15,1984
		FIRST NOTIFICATION DATE December 13,1984
		ESTIMATED DATE OF COMPLETION, OR November 13,1985
		SECOND NOTIFICATION DATE AND
		ESTIMATED SEMIFINAL SUBMITTAL DATE July 15,1986
		AVERAGE FORCE ON PROJECT THIS WEEK SUPERVISORS: 0 WORKERS: 0
		PERCENT CONTRACT WORK COMPLETED 100 %

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 110,130.45

ESTIMATED PROJECT COST $ 110,130.45

ESTIMATED PERCENT XXXX OVERRUN/UNDERRUN 0.0 %

ENGINEERING

AUTHORIZATION $ 23,000.00

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 31,988.64

PERCENT OF AUTHORIZATION 139 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
(a)	03/31/85	30	158	526	no
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	Cat/Pro
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	100	100	100	0	0	100

ACTIVITIES THIS WEEK:

Received final report per specifications from contractor's Technical Representive Porter Corrosion Control Services.

This will be the final weekly report.

Semi final estimate submitted to Region 2 office Friday, August 22,1986.

PROJECT VISITORS:

Marty Laylor obtaining guage reading 8/22/86.

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)

James W. McNamee

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

July 28, 1986

Abhe & Svoboda, Inc.
Water's Edge Office Plaza
P. O. Box 251
Prior Lake, MN 55372

CON 5
9898

Re: Time Extension Request
Yaquina Bay Bridge (Cathodic Protection)
Contract No. 9898
FAP No. Demo FHWA (10)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 128 work days is granted for causes deemed to be beyond the control of the contractor.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn w/att.
Jim McNamee w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON INTEROFFICE MEMO

TO: O. B. Jackmond
CONTRACT ADMINISTRATION ENGINEER

DATE: July 24, 1986

SUBJECT: Time Extension Request
Yaquina Bay Bridge (Cathodic Protection)
Oregon Coast Highway
Contract 9898

Attached is a contractor's request for adjustment of contract time on the subject project. Also attached is Project Manager, Jim McNamee's analysis and recommendation.

The contractor bases his justification for an adjustment of contract time on the fact that we wrote our specifications around a piece of equipment that could never function the way it was intended; also the manufacturer's representatives stated the specified rectifier/controller was virtually impossible to manufacture. Project Manager, McNamee, agrees and recommends that the contractor be granted 128 additional work days, which would eliminate all liquidated damages on this project.

Region agrees with the Project Manager. I found an agreement between our Research Section, the Project Manager's office, and Region that the rectifier/controller specified could probably not perform as originally expected. Under the general law of contracts, we have a vital and implied warranty which states in effect if we design it, we imply that it can be built. I believe our design and specifications contained errors and omissions which significantly hindered the performance of the contractor. I recommend the elimination of all liquidated damages under the contract.

Kenneth E. Husby
Kenneth E. Husby
REGION CONSTRUCTION ENGINEER

KEH/kjp

Attachment
cc: Jim McNamee
Keith Martin
0723K1

7-25-86
W. E. Schwartz –
I concur with Region and Project Manager and recommend a 128 W.D. time extension.
O. B. Jackmond

CE ___ CAE ✓
COE ___ OM ___
OE ___
CA ___
CA/A ___
EEO ___

RECEIVED
JUL 25 1986
CONSTRUCTION SECTION

SPC ___ TC ___
SA ___ CC ___
FE ___ CP ___
PQC ___
GCS ___
FILE ___

.1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 19, 1986

In Reply Refer to
File No:

Dale E. Wilken, Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center St. N.E.
Salem, Oregon 97301

Subject: Proposed Work Order Revision
Work Order No.: DTFH71-83-923-OR-05
"Cathodic Protection for Reinforced Concrete Substructures"

Enclosed for your review and approval are six copies of a revised work plan for the subject project.

This revision of the work plan and work order is necessary to reflect construction delay, increased cost, and advances in cathodic protection evaluation techniques.

The original work plan provided $60,000 for design, materials, and construction. An additional $10,000 was available for evaluation and report writing. Construction of this pilot project was to be completed by December 1, 1984 with evaluation and reporting to be completed by June 1, 1986.

The cathodic protection system was constructed on schedule except for late delivery of the rectifier/controller. When installed the rectifier-controller did not perform as specified, despite several field modification attempts and major factory revisions. After discussions with Project Manager Don Jackson of the FHWA Demonstrations Project Division, the furnished Matcor Unit was rejected. A change order was written to substitute four Good-All VIP rectifier/controller units. Completion was scheduled for April 1985.

Construction is now scheduled for completion on May 28, 1986 -- a 13 month delay. Additional delays of approximately 5 months occurred during the design phase. The total delay is expected to be 18 months.

The original work plan provided for a 24 month evaluation period. The approved work order only allows 18 months. It is believed that a 24 month period is necessary to explore the relationship between the 3 rectifier modes and the changing seasonal conditions. The revised work plan restores the 24 month evaluation period.

Data collection and evaluation has continued within the limits imposed by equipment difficulties. However, evaluation techniques have been evolving since the original work plan was approved. The changing techniques reflect experience with this project and advances in cathodic protection in general. The revised work plan incorporates these changes.

Design costs were $8,117; construction costs were $86,980; construction engineering costs were $35,000 and evaluation costs $7,800. Approximately $900 additional construction engineering funds will be used when the replacement rectifier is installed and for administrative costs of "finalizing" the contract.

A summary of these costs follows:

Construction and Design Costs:

Project Design Costs	$ 8,120
Contract Costs	86,980
Engineering Costs	35,000
subtotal - cost to date	130,100
Engineering Costs to Completion	900
TOTAL Construction and Design	$131,000
FHWA participation	<60,000>
TOTAL Shortage	$ 71,000

Evaluation costs: State personnel

Charges to May 1, 1986	$ 7,800
Cost to Complete the Evaluation (see attached estimate in work plan)	23,700
TOTAL Estimated Evaluation Cost	31,500
FHWA participation	<10,000>
Additional Funds Needed for Evaluation	$ 21,500

With the contractor selected by a competitive bid process, construction costs reflect actual installation costs. The design costs are realistic for a unique installation.

Construction engineering costs were severely impacted by the rectifier-controller problems. The contractor was at the project four times trying to install or modify the rectifier/controller. Each trip involved extensive troubleshooting efforts. Use of construction engineering funds for contract administration increased with each letter, discussion, and meeting attempting to resolve rectifier/controller problems. Once the first unit was rejected, reviewing design revisions and processing the change order continued to add costs. The experimental status of this project made technical support from the research section necessary during construction. Technical support was especially necessary during the rectifier/controller problems, again increasing engineering costs.

Evaluation costs will be affected by the increased evaluation period and change in techniques. Because of problems with the rectifier-controller, the majority of evaluation expenses have been for troubleshooting and identifying problems. Also, as noted in the work plan, experience has allowed a more realistic estimate of evaluation costs.

We request the following changes in Work Order No. DTFH71-83-923-OR-05:

Article II - Work Plan:
Substitute the revised work plan enclosed herewith.

Article III - Period of Performance:
Change the construction completion date from December 1, 1984 to June 1, 1986. Change the evaluation and reporting completion date from June 1, 1986 to October 15, 1988.

Article IV - Key Personnel:
Change the principle investigator from William J. Quinn, Research Coordinator to H.M. (Marty) Laylor, Research Project Coordinator.

Article V - Consideration and payment:
Change the total amount eligible for reimbursement of construction costs from $60,000 to $131,000. Change the total amount eligible for reimbursement of evaluation costs from $10,000 to $31,500.

Sincerely,

Larry Rulien
State Highway Engineer

Encl.

cc: Bob Blensly
Walt Hart
Bill Anhorn
Jim McNamee

WORK PLAN MODIFICATION, DEMONSTRATION PROJECT NO. 923
CATHODIC PROTECTION FOR REINFORCED CONCRETE SUBSTRUCTURE
YAQUINA BAY BRIDGE

Introduction

Execution of the above named project, with exception of the rectifier, was done in a timely and conscientious manner. The rectifier, because of the specifications, was virtually a single sourced item. As such the success of the project became dependent on the Contractor obtaining a unit that satisfied the specifications. Failure of the Manufacturer to supply a suitable unit resulted in a contract which could not be finalized. In order to complete the project, the decision was made to reject the rectifier and have the contractor replace the rejected unit with "proven - off the shelf units". The replacement rectifiers ares now scheduled for installation the week of May 19, 1986.

Scope

This proposed work plan begins from the time the new rectifier arrives and continues forward for a period of two years from the time the Contractor turns the project over to the State. The changes in the plan reflect the experience gained by State personnel since the project began and some of the advances that have been made by the State and others in cathodic protection technology.
The attached forms reflect what is perceived to be pertinent information about the operation and condition of the systems. Once completed, these forms will be an appendix to the final report.

Statement of Work

The Research Section of the Oregon State Highway Division will, upon arrival of the new rectifier, determine the operating parameters of the systems (see attached forms), run depolarization, and employ a consultant to do a limited potential map on top of deck.
The Contractor's Technical Representative will then bring up the new systems and turn the operation of the system over to the State. At the completion of the contract the Technical Representative will provide the State a record of what they did during the life of the project and a complete set of operating instructions.

Evaluation and measurements will be made monthly for the first three months and quarterly thereafter. (see attached field work sheets)

Reports

The initial report will be expanded to include the data that was collected while the non-specification rectifier was in operation.

Within 45 days of completion of the work the Research Section will submit a draft report on the design, installation, cost and operation of the system. The Contractor's Technical Representative's report, when received, will be added to the appendix. Quarterly reports will be prepared during the first 21 months of operation with the new rectifiers and a final draft report will be submitted within 90 days after this system has been in operation for two years.

Costs for Evaluation Under the Revised Work Plan

The work plan, as outlined above, extends the time to completion of the final report well over 1 year longer than originally anticipated. While the contractor was trying to furnish the specified rectifier a significant amount of information and data on the system has been collected. The extended scope of the report to include this data and the additional collection costs have contribute to the increased evaluation cost. Also, the experience gained to date gives a realistic base for estimating the cost of future evaluations.

The following is a summary of to date and anticipated costs for completing the Project as outlined.

Cost Estimate for Proposed Evaluation

Removal and replacement of the rectifier and associated data collection, on or about May 19, 1986:	$ 1,000
Interim report:	4,100
Monthly and quarterly evaluations - eight:	10,000
One year and Two year inspection:	3,700
Final report:	4,900
Projected cost for project evaluation, from May 1, 1986 --	$23,700
Total spent to May 1, 1986 ----------------------------------	7,800
Total projected cost of evaluation ------------------------	$31,500

page 1 of 2

Yaquina Bay Bridge Cathodic Protection System
Newport, Oregon

Date: May 1, 1986

FUNCTION	SYSTEM 1	- SYSTEM 2	- SYSTEM 3	- SYSTEM 4
SYSTEM VOLTAGE -----		-	-	-
shunt, ma -------		-	-	-
SYSTEM AMPERAGE ----		-	-	-
MoO_3 REFERENCE CELLS:				
REFERENCE 1, mv ----		-	-	-
REFERENCE 2, mv ----		-	-	-
INSTANT OFF 1, mv --		-	-	-
INSTANT OFF 2, mv --		-	-	-
REBAR PROBE, ma ----		-	-	-
DEPOLARIZATION TIME				
0 ON --------		-	-	-
0 OFF -------		-	-	-
1 min. ------		-	-	-
3 min. ------		-	-	-
5 min. ------		-	-	-
10 min. ------		-	-	-
20 min. ------		-	-	-
30 min. ------		-	-	-
1 hr. -------		-	-	-
2 hr. -------		-	-	-
______ -------		-	-	-
______ -------		-	-	-
______ -------		-	-	-
______ -------		-	-	-
overnight ----		-	-	-

AMBIENT TEMPERATURE:________:
SURVEY: CONCRETE:

SURVEY: PAINT:

DEPOLARIZATION FOR STASTICAL ANALYSIS

Cu-CuSO4

instant off, mv test point number	SYSTEM 1	SYSTEM 2	SYSTEM 3	SYSTEM 4
1	-----------	-	-	-
2	-----------	-	-	-
3	-----------	-	-	-
4	-----------	-	-	-
5	-----------	-	-	-
6	-----------	-	-	-
7	-----------	-	-	-
8	-----------	-	-	-
9	-----------	-	-	-
10	-----------	-	-	-
11	-----------	-	-	-
12	-----------	-	-	-
13	-----------	-	-	-
14	-----------	-	-	-
depolarized, mv				
1	-----------	-	-	-
2	-----------	-	-	-
3	-----------	-	-	-
4	-----------	-	-	-
5	-----------	-	-	-
6	-----------	-	-	-
7	-----------	-	-	-
8	-----------	-	-	-
9	-----------	-	-	-
10	-----------	-	-	-
11	-----------	-	-	-
12	-----------	-	-	-
13	-----------	-	-	-
14	-----------	-	-	-

STATISTICAL CALCULATIONS AND COMMENTS:

Investigator:________________

FORM 734 2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Yaquina Bay Bridge (Cathodic Protect

WEEK ENDING: April 5, 1986

SECTION PREFIX: C09898

HIGHWAY: Coast Highway

COUNTY: Lincoln

NAME OF JOB: Yaquina Bay Bridge

KIND OF WORK: Cathodic Bridge Protection

CONTRACTOR: ABHE & SVOBODA

CONTRACT NUMBER: 09898

FEDERAL AID PROJECT NUMBER: FHWA Demo (10)

DATE OF CONTRACT: October 15, 1984

DATE WORK STARTED: Dec. 13, 1984

ESTIMATED COMPLETION DATE: Dec. 31, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: March 31, 1985 or 30 days

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION: $ 110,130.45

EXCLUSIVE OF ENGINEERING: $ 87,130.45

ENGINEERING AUTHORIZATION $ 23,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99

This Week 0.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 87,130.45

ENGINEERING COST TO DATE $ 31,309.47

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 107

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 136 %

DATE PROJECT WAS COMPLETED: Nov. 13, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1820							
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	30	clear	0		
MONDAY	31	clear	0		
TUESDAY	1	clear	0		
WEDNESDAY	2	clear	0		
THURSDAY	3	overcast	0		
FRIDAY	4	clear	0		
SATURDAY	5		0		F

CONTR. NO: 0989[illegible] **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK** DATE: Apr. 5, 1986

SUNDAY 30	No Contract Activity
MONDAY 31	No Contract Activity
TUESDAY 1	No Contract Activity
WEDNESDAY 2	No Contract Activity
THURSDAY 3	No Contract Activity
FRIDAY 4	No Contract Activity
SATURDAY 5	No Contract Activity

REMARKS

STATUS: The Project work was completed November 13, 1985. (Second Notification). The existing Matcor rectifier/controller system does not function correctly. The contractor has submitted new shop drawings and they have been approved to correct the rectifier/controller problem. We expect the contractor to resume work in April

VISITORS:

NEXT WEEK:

SIGNED Larry R [illegible] FOR James W McNamme LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

AGENDA
AUG 20 1985
10
CON 5

DATE: August 8, 1985

TO: Oregon Transportation Commission

E S Hunter

FROM: E. S. Hunter, P.E., P.L.S.
Acting State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Yaquina Bay Bridge Cathodic Protection Section
Oregon Coast Highway, Lincoln County
Contract No. 9898

This FHWA Demonstration project was recently completed and it is now apparent that the final cost will exceed the project authorization by $16,000 or seventeen percent.

The project is designed for the purpose of protecting the subject bridge from corrosion due to the severe marine environment of its location. This is to be accomplished by installing cathodic protection devices as provided in the contract.

In preparing specifications for the project, several details were omitted. This oversight necessitated the addition of a breaker box, junction boxes, conduit, wire and extra labor to properly ground the system in order to make it effective. This extra work added nearly $4,800 to the cost of the project.

The balance of the overrun consists of construction engineering charges incurred in monitoring, inspecting and documenting the contract work. Though cathodic protection is not a new science, its application to highway structures in Oregon is in its infancy and this project has attracted an unusual amount of interest and attention from various work units within the department. A significant portion of the overrun of engineering costs was incurred by our Research Section in performing extraordinary design and evaluation work on this unique project, and was necessary in order to fulfill the Demonstration aspect of the project objective.

Form 734-3122

There are sufficient funds available in the category of work and all the increase, except $9,930, is eligible for federal participation.

I recommend that the authorization be increased by $16,000.00 to a new total of $110,130.45. This matter will be on the consent calendar for the August 20 meeting.

ESH:HHP:mk

bc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: August 8, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Yaquina Bay Bridge Cathodic Protection Section
Oregon Coast Highway, Lincoln County
Contract No. 9898

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There are sufficient funds available in the category of work and all the increase, except $9,930, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $16,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: W. G. Anhorn C. W. Elroy B. M. Walton D. L. Trout

STATE OF OREGON **INTEROFFICE MEMO**

RECEIVED
STATE HWY ENGR
JUN 24 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: Chuck Elroy
Project Manager

DATE: June 21, 1985

FROM: Keith L. Martin, P. E., P. L. S.
Research Coordinator

SUBJECT: Engineering Charge, Contract #9898
Yaquina Bay Bridge, Cathodic Protection

NOTED
W. E. SCHWARTZ

We have completed a review of research charges to the subject project.

Some background information may be helpful to explain what has happened. The FHWA authorization for this project included $60,000 for design, materials, and construction with an additional $10,000 for evaluation. Since design costs were included in the FHWA authorization, an authority for survey or separate design prefix was not initiated. As you know, the $60,000 funding was not sufficient for construction. An additional $35,000 state match was necessary to award the contract. Unfortunately, at the time additional state construction funding was obtained, design costs were not considered.

Starting in February, 1985, we added the sub function number 01 for all research charges to the construction prefix. We have, also, submitted requests to transfer charges incurred prior to February, 1985 to the sub function 221-8213-900-01. Although these charges remain debited to your engineering prefix, you are able to identify the impact of our charge on your project.

Our records indicate that approximately $6,000 has been charged by the Research Section to the construction prefix from October 1, 1984 through June 15, 1985. While we realize this is a big bite out of your engineering funds, the unique nature of this demonstration project and the difficulty with the malfunctioning rectifier made these charges unavoidable.

We have obtained a design prefix utilizing state funds. A request for transfer of cost distribution has been intiated transferring $8,117.56 from construction funding to the design prefix. These are our charges from April to October, 1984.

After the rectifier was installed on June 6, our involvement was considered evaluation with all charges to the evaluation prefix. Unless a problem occurs involving construction, all future charges will be to the evaluation prefix. This would make the $6,000 which we have charged to 221-8213-900-01, a maximum value.

Some of the cost transfers were submitted to accounting this week. I would not expect them to be reflected in the account summary for several months. However, I believe this will give you enough information to submit a reasonable approximation of costs on your weekly report.

If it appears that an additional authorization is in order, give me a call, and we can fine tune this figure. In fact, if you have any questions, be sure to give me a call.

KLM:nl

cc R. N. Bothman
W. E. Schwartz ✓
C. O. Fredrickson
R. C. Pool
William Anhorn
Jan Peterson

9898

1

October 16, 1984

Abhe & Svoboda, Inc.
P. O. Box 251
Prior Lake, MN 55372

CON
#9898

Gentlemen or Ladies:

Enclosed are three copies of Contract No. 9898 awarded to you on October 15, 1984, for cathodic bridge protection on the Yaquina Bay Bridge Section of the Oregon Coast Highway in Lincoln County in the amount of $82,210.00.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the green slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The work to be done under the contract shall be completed before the elapse of 30 workdays or not later than March 31, 1985, whichever is later. The calendar work day count will begin October 27, 1984.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bbc: C. O. Fredrickson
Bruce Walton
Walt Hart
D. O. Christensen
Chuck Elroy
Fran

slp
Enclosure

bc: Pacific Builder & Engineer, Seattle
Daily Journal of Commerce, Seattle & Portland

ABHE & SVOBODA, INC.
AN EQUAL OPPORTUNITY EMPLOYER
WATER'S EDGE OFFICE PLAZA
POST OFFICE BOX 251
PRIOR LAKE, MN 55372

(612) 447-5760

October 12, 1984

Gary A. Potter, Manager Program Section
Department of Transportation
Highway Division
Transportation Building, Salem, Oregon 97310

Dear Mr. Potter,

RE: Yaquina Bay Bridge (Newport) Section
Cathodic Bridge Protection

This letter acknowledges that we agree 10 controllers will be provided. Enclosed is the signed copy that you requested of your letter dated October 9, 1984. Please proceed with execution of the Contract as soon as possible so that we can complete the project this calendar year.

Sincerely,

Gail Svoboda
President
klj

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ✓
OCT 15 1984
REFER TO Bittee
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ✓

ER'S EDGE OFFICE

TIYEH
ERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 9, 1984

In Reply Refer to
File No.:
PRO

Abbe & Svoboda, Inc.
P.O. Box 199
Umatilla, OR 97882

Dear Mr. Svoboda:

RE: Yaquina Bay Bridge (Newport) Section
Cathodic Bridge Protection

On this date you were contacted by Mr. Warren Richards, on the telephone, concerning the discrepancy in the special provisions on page 6 and page 13.

Under Non-Overlay Cathodic Protection System Scope, subparagraph II-C, page 6, it indicates 10 controllers will be provided. Under Measurement and Payment, Item (a), page 13, it indicates five controllers as part of the lump sum amount.

This letter then documents that you understand 10 controllers will be provided as part of the lump sum amount as provided for on page 6 of the special provisions.

If you agree, please acknowledge by signing in the space below and returning the original of this letter to this office so we can proceed with execution of the contract.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Program Section

ACKNOWLEDGED: ______________________
Gail Svoboda
Abbe-Svoboda, Inc.

WFC:pf

DATE: July 20, 1984

TO: Oregon Transportation Commission

PRO

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Requests for Approval to Add Eight Projects and Accelerate Four Projects on the Six Year Program

On the Agenda for your consideration at the July 31 meeting will be a request to add the following projects to the Six Year Highway Improvement Program:

SECTION: Klamath Falls-Lakeview Hwy. @ East Pine Grove Road
HIGHWAY: Klamath Falls-Lakeview
COUNTY: Klamath
PROGRAM YR.: 1985
FUNDING: State Highway Engineer's Discretionary Fund
State Participation: $45,000
Klamath County Participation: $30,000
Total Estimated Cost: $75,000

DESCRIPTION: Installation of left-turn lane to improve intersection in vicinity of subdivision area. Project has cooperative funding and local support. Can be constructed within the existing right-of-way.

IMPACT: State funds plus local funds, so there will be negligible impact on the Program

SECTION: S.E. Yamhill-S.E. Division
HIGHWAY: Cascade Highway North
COUNTY: Multnomah
PROGRAM YR.: 1985
FUNDING: State Highway Engineer's Discretionary Fund
Total Estimated Cost: $185,000

DESCRIPTION: Several drainage sumps along 82nd Avenue have either been damaged or deteriorated. This project would repair the old sumps and construct some new ones.

IMPACT: State discretionary funding so there will be negligible impact on the Program.

SECTION: Pacific Hwy. W.-Boones Ferry Rd. (Hall Blvd. Bikeway)
HIGHWAY: Beaverton-Tualatin
COUNTY: Washington
PROGRAM YR.: 1985
FUNDING: State Bike Fund
Total Estimated Cost: $20,000

DESCRIPTION: Region indicates a significant need for a bikeway along Hall Blvd. City of Tigard Public Works and Tigard Parks Board are in favor. This project would involve a reconnaissance survey to identify location and prioritize units for construction.

IMPACT: Funds are available, the impact will be small.

SECTION: Linn County Line-Suttle Lake (Phase 2)
HIGHWAY: Santiam
COUNTY: Jefferson
PROGRAM YR.: Development for Program Year 1986.
FUNDING: FA

DESCRIPTION: Region recommends advancing this project from the "Considered" to the "Development" portion of the Program so that PE can be performed. The project would upgrade 3,000 feet of poor alignment, provide a 3.73 mile passing lane and overlay the remainder of the roadway.

IMPACT: Funds are available, the impact will be small.

SECTION: Johnson Creek Bridge
HIGHWAY: Cascade Highway North
COUNTY: Multnomah
PROGRAM YR.: 1986
FUNDING: State Highway Engineer's Discretionary Funding: $ 80,000
Federal Hazard Elimination: $ 80,000
Total Estimated Cost: $160,000

DESCRIPTION: The structure would be widened for greater safety. It is eligible for $80,000 in Federal HES funds.

IMPACT: State discretionary and HES funds so there will be negligible impact on the Program.

SECTION:	Target Meadows Road-Blue Mountain Summit	
HIGHWAY:	Weston-Elgin Highway	
COUNTY:	Umatilla and Union	
PROGRAM YR.:	1985	
FUNDING:	Public Lands Highway Funds	$485,000
	Forest Highway Funds	$345,000
	Total Estimated Cost:	$830,000
DESCRIPTION:	This project involves shoulder repair, widening and resurfacing. Funds are available due to savings realized on an adjacent project which has been let.	
IMPACT:	In effect, more work than anticipated can be accomplished within the original funding levels. The impact on the Program will be positive.	

SECTION:	Yaquina Bay Bridge Cathodic Protection Demonstration	
HIGHWAY:	Oregon Coast Highway	
COUNTY:	Lincoln	
PROGRAM YR.:	1985	
FUNDING:	FHWA Demonstration Projects Division	
	Total Estimated Cost:	$60,000
DESCRIPTION:	This project would involve demonstration and evaluation of a cathodic protection treatment on the Yaquina Bay Bridge. The area of application will be the beams and deck underside on two spans totalling 106 feet in length.	
IMPACT:	The funds for this project were not anticipated so the impact on the program will be positive.	

SECTION:	I-82 Port of Entry	
HIGHWAY:	McNary Highway	
COUNTY:	Umatilla	
PROGRAM YR.:	1985	
FUNDING:	I-4R	
	Estimated Total Cost:	$2,150,000

DESCRIPTION: This project is for a Port of Entry facility at the interchange of the new McNary Highway (I-82) and the Columbia River Highway. These facilities have proven very effective in enforcement of size and weight regulations and in the collection of revenues due the state.

IMPACT: Funds will be available, this project will not impact the program adversely.

Also on the Agenda at the July 31 meeting will be a request to accelerate four State Bikeway projects to Program Year 1985. This is necessary to satisfy the 1 percent expenditure requirement.

A description of the projects follows:

SECTION: Cannon Beach Jct.-Circle Bridge Rd. (Bikeway)
HIGHWAY: Oregon Coast
COUNTY: Clatsop
FUNDING: State Bikeway
Total Estimated Cost: $100,000
PROGRAM YR.:
CURRENT: 1986
PROPOSED: 1985
IMPACT: Negligible.

SECTION: Mt. Vernon-John Day (Unit 1)(Bikeway)
HIGHWAY: John Day
COUNTY: Grant
FUNDING: State Bikeway
Total Estimated Cost: $150,000
PROGRAM YR.:
CURRENT: 1986
PROPOSED: 1985
IMPACT: Negligible.

SECTION: Millican Cr.-McMinnville (Bikeway)(Unit 1)
HIGHWAY: Pacific West
COUNTY: Yamhill
FUNDING: State Bikeway
Total Estimated Cost: $300,000
PROGRAM YR.:
CURRENT: 1987
PROPOSED: 1985
IMPACT: Negligible.

SECTION: Poodle Cr.-Knight Rd. (Bikeway)(Unit 1)
HIGHWAY: Florence-Eugene
COUNTY: Lane
FUNDING: State Bikeway
Total Estimated Cost: $250,000
PROGRAM YR.:
CURRENT: 1987
PROPOSED: 1985
IMPACT: Negligible.

I recommend approval and request authorization to sign necessary agreements on your behalf.

RM:pf si

bc Fred D. Miller
R. W. Gormsen
Robert N. Bothman
E. S. Hunter
W. E. Schwartz
G. A. Potter
C. O. Fredrickson
J. H. Versteeg
V. E. Skoog
E. L. Hardt
D. D. Allen
D. O. Christensen
J. J. Gix
R. D. Hector
George Bell

GENERAL FILES

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 4, 1983

In Reply Refer to
File No.:

AGR

Douglas A. Bernard, Chief
Demonstration Projects Division, HHO 42
400 Seventh Street, S.W.
Washington, D. C. 20590

Work Order No. DTFH71-83-923-OR-05

Enclosed are two signed copies of the subject Work Order entitled, "Cathodic Protection for Reinforced Concrete Substructures," under our Cooperative Agreement signed and dated July 11, 1981.

We are looking forward to performing this cathodic protection project.

H. S. Coulter
State Highway Engineer

Enc.

GB:dp ia

bc R. N. Bothman
Gordon Beecroft

34-3122

EXHIBIT "A"

Evaluation Plan
Demonstration Project No. 34
Cathodic Protection System - Yaquina Bay Bridge

Introduction

The deterioration of concrete structures due to corroding reinforcing steel has been recognized as a serious maintenance problem in many coastal areas. Everyone agrees the problem is caused by the intrusion of chlorides into the concrete from both salt laden air and water. Because the concrete is normally very dense it requires years for the chlorides to penetrate in sufficient quantity to neutralize the alkalinity and allow the corrosion process to begin. Many of Oregon's major coastal bridges are between 30 and 50 years old and have begun to show visable signs of corrosion. Unless this problem is solved enormous expenditures will be required for bridge replacements.

Recently, a number of methods have been introduced to prevent corrosion from occurring in new structures. These include the application of concrete sealers, the use of epoxy coated rebars and design criteria which provides greater concrete cover. However, none of these solutions are applicable to existing structures which are already highly contaminated with chlorides.

At present, only one method has been shown to stop the corrosion of reinforcing steel in chloride contaminated concrete and that is cathodic protection.

During the past 30 years the impressed current method has been used successfully to stop or prevent the corrosion of pipelines and other underground structures. Corrosion engineers have expanded this technology and have demonstrated the ability to stop corrosion in bridge decks at several locations in the United States and Canada. The two methods currently in use on bridge decks are the conductive asphalt concrete overlay system and a system using closely spaced wires for anodes. Unfortunately neither of these systems appear to be directly applicable for providing protection to the superstructure of bridges. The recent development of conductive paints and mastics provides a mechanism by which cathodic protection currents can be distributed over the surface of concrete members. This development shows promise for providing long term protection to bridge superstructures at a reasonable cost.

Objective

The purpose of this project is to evaluate the effectiveness of a cathodic protection system in stopping active corrosion of reinforcing steel in the superstructure of an Oregon coastal bridge.

Scope

Details of the cathodic protection system that will be used to protect the beams and bottom of the deck of a bridge in Oregon have not yet been determined. Most likely it will utilize a conductive paint or mastic and a series of anode wires for distributing the electrical current throughout the superstructure. The system will be designed, installed and field tested by a company specializing in corrosion control in cooperation with the Oregon State Highway Division. The company will be selected by the State and approved by the Federal Highway Administration.

When the cathodic protection system is operational, State personnel will monitor its effectiveness by measuring current flow at the anodes and by testing reference cells and rebar probes.

Before the cathodic protection system is installed, all spalls and delaminations will be repaired at state expense.

After inspecting a group of coastal bridges, the Yaquina Bay Bridge at Newport, Oregon was chosen for the project. The bridge was completed in 1934 and is 3223 feet in length. It is composed of steel deck arch spans, reinforced concrete deck arch spans and reinforced concrete deck girder spans. Only two of the reinforced concrete deck girder spans will be cathodically protected. The superstructure of these spans excluding the top of the deck has an area of approximately 8000 sq. ft.

A condition survey was performed on the two chosen spans. This survey included (1) half-cell readings, (2) a determination of the chloride ion content at the 0 to 1 inch depth, (3) a determination of continuity of the reinforcing steel, (4) a visual examination to estimate the amount of surface spalling and, (5) a determination of concrete cover over the reinforcing steel. Results indicate there is electrical continuity of the reinforcing steel within each span and the normal concrete cover over the reinforcing steel is one inch. There are, however, areas where the concrete cover over the stirrups is only ½ inch. Typically these areas have spalling problems. The average chloride ion content at 0 to 1 inch was 2.8 lbs/cy concrete in one span and 3.7 lbs/cy concrete in the other span. The half-cell readings varied between 0.01 and 0.12 volts in the first span and 0.02 to 0.38 volts in the other span. Approximately 250 sq. ft. of surface area has experienced spalling or delaminations.

Statement of Work

The Research Section of the Oregon State Highway Division will coordinate and direct all of the work in the project. It will coordinate the selection of a contractor for the design, installation and initial testing of the cathodic protection system. It will also coordinate the inspection during installation, conduct field testing as needed and prepare evaluation reports.

The following observations and measurements will be made monthly during the first year of service and bimonthly for second year of trial service:

1. A visual inspection of the superstructure and a delamination test of the repairs.
2. Measurements of the output current and output voltage in each zone.
3. Half-cell potential readings in the on and off mode.
4. Reference probe readings in the on and off mode.

The cost of operation and maintenance of the cathodic protection system will be determined at the end of the first and second year and an E log I test will be performed once annually.

Reports

An initial report will be submitted within 45 days after the cathodic protection system has been installed and tested initially. This report will include a discussion on the design, installation and cost. Quarterly reports will be prepared during the first 21 months and a final report will be submitted within 30 days after the system has been in operation for two years.

Schedule

An effort will be made to install the cathodic protection system during the fall of 1983. If this is not possible, the system will be installed no later than 12 months after the date of approval.

Payment

The total cost of this project will not exceed $60,000 for design, materials, and construction and $10,000 for the evaluation and report writing. Request will be made to the Federal Highway Administration for reimbursement of actual costs up to these limits. Payment for design, materials and construction will be requested when construction is completed and payment for evaluation and reporting will be requested after the final report is submitted.

Bill

U.S. Department
of Transportation
**Federal Highway
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

SEP 22 1983

Reply to: HHO-42

Through:
Mr. M. Eldon Green
Regional Administrator
Portland, Oregon

M Eldon Green 9/27/83

Mr. H. Scott Coulter
State Highway Engineer
Oregon State Highway Division
State Highway Building, Room 140
Salem, Oregon 97310

for Mr. Dale E. Wilken
Division Administrator
Salem, Oregon

9/29/83

Dear Mr. Coulter

Enclosed are two copies of a Work Order for the construction and evaluation of a cathodic protection system on the beams and bottom of the deck on the Yaguina Bay Bridge at Newport, Oregon. This Work Order is issued under our Cooperative Agreement signed and dated July 11, 1981

Please execute both copies of the Work Order and return one copy with original signatures to this office.

If you have any questions concerning the Work Order, please contact Project Manager Donald R. Jackson at 202-426-9224.

Sincerely yours,

Douglas A. Bernard

Douglas A. Bernard
Chief, Demonstration
Projects Division

Isabel
Work Order
is OK to sign.
Gordon

RECEIVED
STATE HWY ENGR
SEP 30 '83
REFER TO:
Bill Quinn
FOR
Info ☐ Inter ☐ R/D ☒ D.R ☐ Sign ☐ Act ☒ File ☐

ok to sign?

RESEARCH SECTION

NOTED
GORDON W. BEECROFT

Bill

U.S. Department
of Transportation
**Federal Highway
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

SEP 22 1983

Reply to: HHO-42

Through:
Mr. M. Eldon Green
Regional Administrator
Portland, Oregon

M E Green 9/27/83

Mr. H. Scott Coulter
State Highway Engineer
Oregon State Highway Division
State Highway Building, Room 140
Salem, Oregon 97310

for Mr. Dale E. Wilken
Division Administrator
Salem, Oregon

Robert B. Holloway 9/29/83

Dear Mr. Coulter

Enclosed are two copies of a Work Order for the construction and evaluation of a cathodic protection system on the beams and bottom of the deck on the Yaguina Bay Bridge at Newport, Oregon. This Work Order is issued under our Cooperative Agreement signed and dated July 11, 1981

Please execute both copies of the Work Order and return one copy with original signatures to this office.

If you have any questions concerning the Work Order, please contact Project Manager Donald R. Jackson at 202-426-9224.

Sincerely yours,

Douglas A Bernard

Douglas A. Bernard
Chief, Demonstration
Projects Division

Enclosures

RECEIVED
OCT 1 19
RESEARCH SECTION

NOTED

ok to sign?

RECEIVED
STATE HWY ENGR
SEP 30 '83
REFER TO.
Bill Quinn
FOR

Info	Inves	R/D	D.R	Sign	Act	File
		X			X	

9898

PAGE1 OF 4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
DEMONSTRATION PROJECTS PROGRAM
COOPERATIVE AGREEMENT WORK ORDER

WORK ORDER NO.: DTFH71-83-923-OR-05	**EFFECTIVE DATE:** SEP 19 1983
ISSUED BY: U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 400 7TH ST. S.W. WASHINGTON, D.C. 20590	**COOPERATING AGENCY:** Oregon State Highway Division State Highway Building, Room 140 Salem, Oregon 97310

DEMONSTRATION PROJECT NO. 923, Cathodic Protection for Reinforced Concrete Substructures

ACCOUNTING AND APPROPRIATION DATA: 248-15-73-1C-1060-3923

FUNDS AVAILABLE: Not to Exceed $70,000 ($60,000 - Construction) ($10,000 - Evaluation)

THE COOPERATING AGENCY AGREES TO PERFORM ALL THE SERVICES SET FORTH IN THE ATTACHED SCHEDULE FOR THE CONSIDERATION STATED HEREIN. THE RIGHTS AND OBLIGATIONS OF THE PARTIES TO THIS WORK ORDER SHALL BE SUBJECT TO AND GOVERNED BY THE SCHEDULE AND THE COOPERATIVE AGREEMENT DATED 7-11-81

COOPERATING AGENCY: Oregon State Highway Division State Highway Building, Room 140 Salem, Oregon 97310	**ISSUING OFFICE:** U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 400 7TH ST. S.W. WASHINGTON, D.C. 20590
BY (AUTHORIZED SIGNATURE) See below	**BY (AUTHORIZED SIGNATURE)** H. C. Wieland 9/19/83
TYPED NAME: W. E. Schwartz, for H. S. Coulter **DATE:** 10/4/83	**TYPED NAME:** H. C. Wieland **DATE:**
TITLE: for State Highway Engineer	**TITLE:** Division Engineer

ARTICLE I - STATEMENT OF WORK

The Cooperating Agency shall provide for the construction and evaluation of a cathodic protection system on the beams and bottom deck of the Yaguina Bay Bridge at Newport, Oregon.

ARTICLE II - WORK PLAN

The work/evaluation plan is attached as exhibit A. This plan is approved subject to the attached modifications.

ARTICLE III - PERIOD OF PERFORMANCE

The construction of the cathodic protection system portion of the project shall be completed by December 1, 1984. Evaluation and reporting required under this Work Order shall be completed by June 1, 1986.

ARTICLE IV - KEY PERSONNEL

The Cooperating Agency shall assign the following individual(s) as principal investigator(s):

William J. Quinn, P.E.
Research Coordinator
Department of Transportation
Highway Laboratory Building
Salem, Oregon 97310

503-378-2318

ARTICLE V - CONSIDERATION AND PAYMENT

The Federal Highway Administration (FHWA), Demonstration Projects Division agrees to reimburse the Cooperating Agency up to $60,000 for costs incurred during the construction of the cathodic protection system described in ARTICLE I and the work plan. The Cooperating Agency may submit a voucher to the FHWA Demonstration Projects Division for reimbursement of this work only following or concurrently with the submission of the initial report.

The FHWA Demonstration Projects Division also agrees to reimburse the Cooperating Agency up to $10,000 for allowable costs incurred during the evaluation as detailed in this Work Order. Following acceptance of the initial report by FHWA Demonstration Projects Division, the Cooperating Agency may submit vouchers for costs incurred to date under this work item. After acceptance of the final report, the Cooperating Agency may submit a final voucher.

The Demonstration Projects Division funds provided by this Work Order shall not be used by the Cooperating Agency as matching funds for Federally funded programs.

WORK PLAN MODIFICATIONS

1. Cost data, including bid proposals and the Engineer's Estimate shall be provided to the Federal Highway Administration (FHWA), Demonstration Projects Division, as such data becomes available to the Cooperating Agency.

2. An initial report covering all design, construction, and preliminary testing activities shall be submitted for review by FHWA within 30 days after installation of the cathodic protection system.

   Brief progress reports (using the attached form) shall be submitted in accordance with the attached schedule.

   The Cooperating Agency shall also provide to FHWA a narrative final report relating its experiences, observations, and evaluation of the cathodic protection system at the conclusion of the period of performance.

3. The FHWA Project Manager Donald R. Jackson shall be notified at least one month in advance of installing the cathodic protection system so that he can make arrangements to observe and assist with the installations.

4. FHWA, Demonstration Projects Division, reserves the right to have its designated representative, or a representative of a designated independent testing or inspecting agency, view all or part of the cathodic protection installation and operations. Inspection of the installation, however, does not relieve the Oregon State Highway Division of its responsibility under the agreement.

5. A pachometer shall be used to locate the depth of the top layer of reinforcing steel in the deck. This will minimize the possibility of damaging the reinforcing steel when sawing the slots for the wire anodes.

6. The Cooperating Agency shall also provide to FHWA, Demonstration Projects Division, a PS&E package for review and comments prior to advertising for bids.

CATHODIC PROTECTION PERFORMANCE REPORT

Reporting Period - Time After Construction	Total Voltage	Total Current	Polarized Potentials		Rebar Probes Readings	Circuit Current		Ambient Temp. (°F)	Thermocouple Readings (°F)	Others	Observations*
			On Reading Zone #	Instant Off Zone #		Max. (Anode #)	Min. (Anode #)				
4 Weeks (See Note)											
2 Months											
4 Months											
8 Months											
1 Year (See Note)											
18 Months (See Note)											

* Pavement condition, rectifier(s) performance, conductive backfill material performance, etc., (use addition space if required).

NOTE: Letter reports to be submitted per the above schedule. Report shall include this form, or a similar form with this data.

RES 10

STATE OF OREGON **INTEROFFICE MEMO**

TO:
J. H. Versteeg
R. L. Schroeder
C. T. Keasey
W. J. Hart
R. E. Royer
L. E. George
Jack Sullivan

DATE: August 25, 1983

From: Gordon Beecroft
Research Engineer
Gordon

Subject: Implementation Task Orders
Proposed for FY 84

copy 5
Res

Attached is FHWA correspondence and a brief description of 14 implementation task orders they intend to issue for FY 1984. The purpose is to provide advance notice of the solicitations that are coming up to give us additional time and to consider whether we should participate. Please review these projects and advise me of any you feel we should attempt to get involved in.

We have submitted a proposal to participate in a cathodic protection project under the Demonstration Projects Division. The thrust of our effort will be to protect a bridge superstructure other than the top deck surface. I assume the cathodic protection project in the attached list will be directed at the top surface of the bridge deck.

GB:dp
Enc.

cc: H. S. Coulter
R. N. Bothman

NOTED
ROBERT N. BOTHMAN

RECEIVED
ASST STATE HWY ENGR
AUG 24 '83
REFER TO
FOR
Info Inves R/D B/R Sign Act File

1-125-1307

DATE: August 18, 1983

RES 10

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
Robert N. Bothman, P.E.
Assistant State Highway Engineer

SUBJECT: Demonstration Project No. 34
Cathodic Protection

Attached are two copies of a proposal for the Oregon Department of Transportation to participate in the cathodic protection demonstration project for bridge superstructures. Earlier this year we met with Mr. Donald Jackson from your Demonstration Project Office concerning our coastal bridge corrosion problem. At that time he indicated support for our interest in participating in a cathodic protection project.

Because the cathodic protection technology for bridge superstructures is relatively new and still in the developmental stage, the proposal does not define the exact method to be used. We intend to examine several design proposals from corrosion control specialists before making a final decision.

Please forward one copy of our proposal to your Demonstration Project Office.

Att.

WJQ:dp 1b

bc H. S. Coulter
Gordon Beecroft

cy. [illegible] to
[illegible]
8/17

Evaluation Plan
Demonstration Project No. 34
Cathodic Protection System - Yaquina Bay Bridge

Introduction

The deterioration of concrete structures due to corroding reinforcing steel has been recognized as a serious maintenance problem in many coastal areas. Everyone agrees the problem is caused by the intrusion of chlorides into the concrete from both salt laden air and water. Because the concrete is normally very dense it requires years for the chlorides to penetrate in sufficient quantity to neutralize the alkalinity and allow the corrosion process to begin. Many of Oregon's major coastal bridges are between 30 and 50 years old and have begun to show visable signs of corrosion. Unless this problem is solved enormous expenditures will be required for bridge replacements.

Recently, a number of methods have been introduced to prevent corrosion from occurring in new structures. These include the application of concrete sealers, the use of epoxy coated rebars and design criteria which provides greater concrete cover. However, none of these solutions are applicable to existing structures which are already highly contaminated with chlorides.

At present, only one method has been shown to stop the corrosion of reinforcing steel in chloride contaminated concrete and that is cathodic protection.

During the past 30 years the impressed current method has been used successfully to stop or prevent the corrosion of pipelines and other underground structures. Corrosion engineers have expanded this technology and have demonstrated the ability to stop corrosion in bridge decks at several locations in the United States and Canada. The two methods currently in use on bridge decks are the conductive asphalt concrete overlay system and a system using closely spaced wires for anodes. Unfortunately neither of these systems appear to be directly applicable for providing protection to the superstructure of bridges. The recent development of conductive paints and mastics provides a mechanism by which cathodic protection currents can be distributed over the surface of concrete members. This development shows promise for providing long term protection to bridge superstructures at a reasonable cost.

Objective

The purpose of this project is to evaluate the effectiveness of a cathodic protection system in stopping active corrosion of reinforcing steel in the superstructure of an Oregon coastal bridge.

Scope

Details of the cathodic protection system that will be used to protect the beams and bottom of the deck of a bridge in Oregon have not yet been determined. Most likely it will utilize a conductive paint or mastic and a series of anode wires for distributing the electrical current throughout the superstructure. The system will be designed, installed and field tested by a company specializing in corrosion control in cooperation with the Oregon State Highway Division. The company will be selected by the State and approved by the Federal Highway Administration.

When the cathodic protection system is operational, State personnel will monitor its effectiveness by measuring current flow at the anodes and by testing reference cells and rebar probes.

Before the cathodic protection system is installed, all spalls and delaminations will be repaired at state expense.

After inspecting a group of coastal bridges, the Yaquina Bay Bridge at Newport, Oregon was chosen for the project. The bridge was completed in 1934 and is 3223 feet in length. It is composed of steel deck arch spans, reinforced concrete deck arch spans and reinforced concrete deck girder spans. Only two of the reinforced concrete deck girder spans will be cathodically protected. The superstructure of these spans excluding the top of the deck has an area of approximately 8000 sq. ft.

A condition survey was performed on the two chosen spans. This survey included (1) half-cell readings, (2) a determination of the chloride ion content at the 0 to 1 inch depth, (3) a determination of continuity of the reinforcing steel, (4) a visual examination to estimate the amount of surface spalling and, (5) a determination of concrete cover over the reinforcing steel. Results indicate there is electrical continuity of the reinforcing steel within each span and the normal concrete cover over the reinforcing steel is one inch. There are, however, areas where the concrete cover over the stirrups is only ½ inch. Typically these areas have spalling problems. The average chloride ion content at 0 to 1 inch was 2.8 lbs/cy concrete in one span and 3.7 lbs/cy concrete in the other span. The half-cell readings varied between 0.01 and 0.12 volts in the first span and 0.02 to 0.38 volts in the other span. Approximately 250 sq. ft. of surface area has experienced spalling or delaminations.

Statement of Work

The Research Section of the Oregon State Highway Division will coordinate and direct all of the work in the project. It will coordinate the selection of a contractor for the design, installation and initial testing of the cathodic protection system. It will also coordinate the inspection during installation, conduct field testing as needed and prepare evaluation reports.

The following observations and measurements will be made monthly during the first year of service and bimonthly for second year of trial service:

1. A visual inspection of the superstructure and a delamination test of the repairs.
2. Measurements of the output current and output voltage in each zone.
3. Half-cell potential readings in the on and off mode.
4. Reference probe readings in the on and off mode.

The cost of operation and maintenance of the cathodic protection system will be determined at the end of the first and second year and an E log I test will be performed once annually.

Reports

An initial report will be submitted within 45 days after the cathodic protection system has been installed and tested initially. This report will include a discussion on the design, installation and cost. Quarterly reports will be prepared during the first 21 months and a final report will be submitted within 30 days after the system has been in operation for two years.

Schedule

An effort will be made to install the cathodic protection system during the fall of 1983. If this is not possible, the system will be installed no later than 12 months after the date of approval.

Payment

The total cost of this project will not exceed $60,000 for design, materials, and construction and $10,000 for the evaluation and report writing. Request will be made to the Federal Highway Administration for reimbursement of actual costs up to these limits. Payment for design, materials and construction will be requested when construction is completed and payment for evaluation and reporting will be requested after the final report is submitted.

1985 Pac. Hwy. E. @ Hardcastle 9899
Ave. (Woodburn) Sec, Pac. Hwy. E.
(grading, paving and signal)

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 5/22/87	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. HES-26(35)
COMPLETION DATE (Actual) 5/22/85	ACCEPTANCE DATE BY CONRTACT AGENCY 1/15/86	TIME ELAPSED $\frac{35}{60}$ = 58.3 %	CONTRACT TIME SEE BELOW

LOCATION

Intersection of Hardcastle and OR 99E in the City of Woodburn, Marion County, OR

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HARDCASTLE AVENUE (WOODBURN) SECTION
PACIFIC HIGHWAY EAST (99E)
Grading, Paving, & Traffic Signals

This project provided for the construction of left turn lanes on OR 99 at Hardcastle Avenue and the installation of traffic signals at this intersection.

This project was awarded to W. R. Grasle, Co., of Portland, Oregon in the amount of $92,956.00. The final cost of the original contract bid items was $92,721.28 or a 0.25 percent underrun of the contract bid amount. The final cost of the project including all changes and engineering was $116,186.76

The contract time was 60 calendard days after the beginning of work or June 30, 1985. The work was completed in 35 calendar days on May 22, 1985. All participating work has been completed.

A final inspection of the completed work was made on November 15, 1985.

- DBC -

RECEIVED
STATE HWY ENGR
MAY 28 '87
REFER TO Fredrickson

ag
5/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE	
TITLE Area Engineer	DATE 5/27/87	TITLE District Engineer A	DATE 5/27/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

January 30, 1986

CON 5
#9899

The American Insurance Company
P.O. Box 3825
Portland, OR 97208

Contract No. 9899 awarded to W. R. Grasle Co. for work on the Pacific Highway E. @ Hardcastle Avenue in Woodburn was completed on September 18, 1985, and accepted by the State Highway Division on January 15, 1986.

Final payment in the amount of $2,005.07 will be released to the contractor after February 5, 1986. The total contract amount is $95,922.13 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: W. R. Grasle Co.
P.O. Box 4123
Portland, OR 97208

Fred S. James & Co. of Oregon
111 S. W. Columbia
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

9899

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 15, 1986

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9899, On Site Work Substantially Completed May 22, 1985

All Work Completed September 18, 1985

Project Pac. Hwy. E. @ Hardcastle Ave. (Woodburn)

Highway Pacific Highway East

County Marion

Type of Work Grading, Paving and Signals

Contractor W. R. Grasle Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-30-86 - Surety letter written.

Noted RE Gormsen

RECEIVED
JAN 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Hwy East @ Hardcastle Avenue (Woodburn)

WEEK ENDING: Dec. 7, 1985

SECTION PREFIX: 24-1001

HIGHWAY: Pacific Hwy East

COUNTY: Marion

NAME OF JOB: Hardcastle Avenue

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: W.R. Grasle Co.

CONTRACT NUMBER: 9899

FEDERAL AID PROJECT NUMBER: HES - 26(35)

DATE OF CONTRACT: January 11, 1985

DATE WORK STARTED: April 1, 1985

ESTIMATED COMPLETION DATE: May 22, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 00 SUPERVISION: 0

SPECIFIED WORK DAYS 000

SPECIFIED CALENDAR DAYS 60

WORK DAYS USED 00

CALENDAR DAYS USED 55

PROJECT AUTHORIZATION: $ 118,415.69

SPECIFIED COMPLETION DATE: June 30, 1985

PERCENT OF TIME ELAPSED 97

EXCLUSIVE OF ENGINEERING: $ 109,025.90

ENGINEERING AUTHORIZATION $ 9,389.79

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 109,025.90

ENGINEERING COST TO DATE $ 9,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99

ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . . 0.00 %

PERCENT OF AUTHORIZATION . . . . . 96.0 %

DATE PROJECT WAS COMPLETED: May 22, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK) Traffic Signal

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
00	00	00	00	00	00	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED	0.0	0.0	0.0	0.0	0.0
MILES COMPLETED	0.0	0.0	0.0	0.0	0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	0.0	0.0	0.0	0.0	0.0
TOTAL QUANTITIES CORRECTED TO DATE	368cy	102tn	76tn	00tn	00tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	368cy	112tn	79tn	00tn	00tn
AVERAGE DAILY QUANTITIES	00cy	00tn	0	00tn	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	0000	0000	0000	0000	0000	0000		
PERCENT	00	00	00	00	00	00		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1	*******			
MONDAY 2	Cloudy			
TUESDAY 3	Cloudy			
WEDNESDAY 4	Cloudy			
THURSDAY 5	Cloudy			
FRIDAY 6	Cloudy			
SATURDAY 7	*******			

CONTR. NO: 9899 DATE: Dec. 7, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

1 SUNDAY	No Activity.
2 MONDAY	No Activity
3 TUESDAY	No Activity
4 WEDNESDAY	No Activity
5 THURSDAY	No Activity
6 FRIDAY	No activity.
7 SATURDAY	No Activity

REMARKS

STATUS: Signal turn on May 22, 1985. 2nd Notification May 22, 1985. Traffic through new signal moving very smoothly.

Third notification Sept 18, 1985

Final weekly report this contract.

SIGNED LOCATION Salem

Arvey D. Nelson, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
STATE HWY ENGR
JAN 6 '86
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

In Reply Refer to
File No.:

CON 5

NOTED
E. S HUNTER

DATE: December 6, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce McWalton

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-26(35)

Contract 9899, Work Completed 5-22-85

Project Pacific Hwy. E. @ Hardcastle Ave.(Woodburn)

Highway Pacific Highway East

County Marion

We request that your office return a signed copy of this letter i dicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Nov. 15, 1985

Dale E. Wilken
Division Administrator

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Wm. Anhorn
B. M. Walton

CPC/FL4

RECEIVED
DEC 9 1985
OREGON DIVISION

January 24, 1985

CON 5

#9899

W. R. Grasle Company
437 N. W. 16th Avenue
P. O. Box 4123
Portland, OR 97208

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9899 for work on Pacific Highway East at Hardcastle Avenue in Woodburn in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: The American Insurance Company
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

Fred S. James and Co. of Oregon
111 S. W. Columbia
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Arvey Nelson
L. E. George

W. R. GRASLE CO.

ELECTRICAL CONTRACTORS & ENGINEERS

December 21, 1984

Office of Division Services
Room 121 Transportation Building
Salem, Oregon 97310

Re: Grading, Paving & Signals
Pacific Hwy. E. @ Hardcastle Ave.
Woodburn - Marion County

Attention: Mr. Robert W. Gormsen

Gentlemen:

As directed in the bid instructions for the above referenced project, we hereby identify our subcontractors to satisfy the minority business requirements for this project.

SUBCONTRACTORS:

Wog-E Construction Co. (DBE)
1637 N.E. Killingsworth
Portland, Oregon 97211

Bid Items: 10 & 11

Value: $7,476.00

Mayco Enterprises, Inc. (WBE)
P. O. Box 1648
Vancouver, Washington 98668

Bid Item: 13

Value: $2,686.00

The above firms are listed in the Oregon Department of Transportation Certified DBE/MBE/WBE Directory.

Please forward to us your confirmation on the acceptance of these firms.

Very truly yours,

W. R. GRASLE CO.

C R Liggett

C. R. Liggett

cc Kay Turner

RECEIVED
DEC 24 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CRL:d

437 N.W. 16th AVE. • P.O. BOX 4123 • PORTLAND, OR 97208 • (503) 226-6771

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-223	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 1		Project Number HES-26(35)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 5, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 125,416.00	$ 127,618.00
Federal funds	$ 112,874.00	$ 114,856.00
Other revisions		

This modification is made for the following reasons:

To include contract construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of January, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

~~By~~ XXXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   JANUARY 16, 1985

Federal Aid Project No. HES-26(35)

Pacific Highway East @ Hardcastle Ave. (Woodburn) Section
Marion County

REIVSED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 9,600.00
	Total	9,600.00

Type Code Y031
Traffic Signal (1 location)

Mobilization	Lump Sum	All	Lump Sum	$ 1,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,500.00
Temporary Signs	Sq. Ft.	56	6.00	336.00
Flaggers	Hour	100	12.50	1,250.00
General Excavation	Cu. Yd.	180	17.00	3,060.00
Trench Excavation	Cu. Yd.	20	13.00	260.00
Aggregate Shoulders	Ton	76	20.00	1,520.00
Cement Treated Base	Ton	368	25.00	9,200.00
Class "C" Asphalt Concrete	Ton	102	46.00	4,692.00
12-inch Storm Sewer Pipe	Lin. Ft.	268	21.00	5,628.00
Concrete Inlets, "Special"	Each	3	720.00	2,160.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	46,800.00
Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum	5,300.00
Model 170 Controller, Equipment Complete	Lump Sum	All	Lump Sum	9,400.00
				$ 92,606.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 4,000.00
Remove Pavement Striping (Exist and Temp)	All Required	4,600.00
State Furnished Prom and Program	All Required	700.00
Signal Controller Testing & Turn On	All Required	2,075.00
		$ 11,375.00
	Subtotal	$ 103,981.00
	Engineering	14,037.00
	Total	$ 118,018.00

Length of Project --------------- 0.0 mile

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 9,600.00	$ 8,640.00	$ 960.00	$ --
Signal	118,018.00	106,216.00	4,302.00	7,500.00
TOTAL	$127,618.00	$114,856.00	$5,262.00	$7,500.00

Group 1: 93% Group 8: 7%
Contract No. 9899
Prefix: 24-1903 P.E.
24-1001

NONPARTICIPATING

Single Mailbox Supports	Each	5	70.00	$	350.00

WH:me

STATE COPY OMB No. 04-R2089 Gen Files

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-34	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Marion Project No. HES-26(35)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99 E., Hardcastle Ave. (Woodburn)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12-6-83	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,600.00	$ 8,640.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator JAN 5 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OMI
Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

AGREEMENT PROVISIONS

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OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

Gen File

Oregon State Highway Division
Salem, Oregon December 28, 1983

Federal-Aid Project No. HES-26(35)

Pacific Hwy. East @ Hardcastle Ave. (Woodburn) Section
Pacific Hwy. East in Marion County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 9,600.00
		Total	9,600.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,~~0~~600.00	$ 8,640.00	$ 960.00
Retain in Program			
Contract Work	70,400.00	63,360.00	7,040.00
Total	$ 80,000.00	$ 72,000.00	$ 8,000.00

Group - 100%
Prefix: 24-1903

RHZ:bkb

1-7-85

Phil Stearns called & said the City will have a presentation Ceremony and give him the advance deposit Wed. Jan. 9, 1985 and he will then bring it in.

RD

9-27-84 letting
Contr. No. 9899
Prefix No. 24-1001
Proj. No. HES-26(35)

6-25-84

Phone call to Phil Stearns indicates will not make 7-26-84 letting because Region Traffic Engineer will not approve.

7-20-84

Traffic is making some changes but only has drafting left to do - Clear for Aug 23, 1984 letting

~~RLD~~ RLD

December 24, 1984 PRO

Mr. Frank Tiwari
Director of Public Works
270 Montgomery
Woodburn, OR 97071

Dear Mr. Tiwari:

On December 20, 1984 we received a satisfactory bid from W.R. Grasle Co., P.O. Box 4123, Portland, Oregon for the Pacific Highway East at Hardcastle Avenue (Woodburn) Section of Pacific Highway East.

Bids were taken in September, 1984 on this project and a request made for an advance deposit. However, since all bids were rejected, the request was cancelled. This is to replace the cancelled request.

The Construction-Finance Agreement No. 7659 requires the City to deposit $7,500 as an advance deposit. This sum is the agreed City share of costs for the construction phase of the project.

Please submit your $7,500, which should arrive not later than January 11, 1985, using one of the the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

RLD:bkb
Attachment
bc: w/AD #84-150: Phil Stearns, Region 2
V.E. Skoog - Please return completed AD #84-150 when deposit is received.

Rec'd checks for $7529.87 1-11-85 RCW

[illegible]
Wdbrn.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(35)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40101

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/28/84
8. FEDERAL ROUTE NUMBER Primary 26
9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
Pacific Highway East at Hardcastle Avenue (Woodburn) Section

11. GENERAL DESCRIPTION OF WORK
Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 11/14/84.

13. REMARKS

As requested by Mr. Potter's letter of 11/26/84 the revised PS&E documents for the subject project are approved at a TEC of $115,816; Federal Funds $104,243.

(Increase TEC $15,816; Federal Funds $12,375)

RECEIVED
STATE HWY ENGR
DEC 6 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 12/4/84
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

November 20, 1984

The Honorable Larry L. Campbell
Minority Leader
House of Representatives
2435 Wilson Drive
Eugene, Oregon 97405

CON

Hamilton Electric Problems

Fred Miller asked me to look into the correspondence enclosed with your November 2 letter concerning three problems of Hamilton Electric on highway construction projects. I offer the following in response:

1. Time Extension Request, Contract No. 9513

   We received, reviewed and granted a significant time extension on this project in August, 1984. Hamilton Electric is a subcontractor on this project. The time extension was granted to the prime contractor and we do not know how it may affect Hamilton Electric.

   We have recently received another time extension request from the prime contractor that is being held pending receipt of required supporting data and consent of surety.

2. Energy Costs for Illumination, Contract No. 9513

   Subsequent to Hamilton Electric's June 6 letter, this matter was reviewed in depth by the Highway Division with the conclusion that these electrical costs are a contractor responsibility under the terms of the contract.

3. DBE Goals, Contract No. 9899

   We are attempting to improve in our abilities to "plan ahead" to insure compliance with DBE goals, as suggested by Hamilton Electric. Last federal fiscal year we approached the end of the year short of our committed goal of ten percent participation by DBE's. In order to meet our committtment to the program, we had to set rather high participation goals on some projects bid on the last two lettings. I might add that we received very favorable bids on these projects, even with the required high minority business participation.

W. E. Schwartz
Assistant State Highway Engineer

OBJ:mk sl

bc Fred D. Miller
H. S. Coulter
C. O. Fredrickson

HE HAMILTON ELECTRIC
ELECTRICAL CONTRACTING

October 8, 1984

Representative Larry Campbell
2435 Wilson Drive
Eugene, Oregon 97405

We bid on a project for the Highway Division of the Department of Transportation on September 27, 1984. The project was known as the Pacific Highway East at Hardcastle Ave., Woodburn Project. On September 11, 1984 the Highway Division issued a revision letter (number 2). I have attached a copy for your information. This revision established a DBE goal of 50% for this project and indicated that it was done in order for the state to meet its DBE-WBE goals for the federal fiscal year. It appears that the state may be mixing up the terms "goals" and "quotas".

It seems to me that a Traffic Signal Project was an inappropriate one to assign this large a goal to since it in effect eliminates bids from all contractors other than those established as DBE contractors. This is obvious from the bid result. In order to bid this job we had to place in our bid over $20,000.00 which we would have had to pass on to a DBE subcontractor to be paid to do nothing, to allow us to meet goals for this project. We hope that the Highway Department would be able to plan ahead and meet its goals in small increments throughout the year rather than in a situation like this in the future.

Very truly yours,

Emerson Hamilton

EH:rrh

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

1E

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6-2

Date: October 9, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Pacific Hwy. E. @ Hardcastle Ave. (Woodburn) Section
Oregon Federal Aid Project No. HES-26(35)

Concurrence is requested in rejecting all bids received on September 27, 1984 for the subject project. The low bidder Schoolhouse R. Electric and the second low bidder H & H Electric, Inc. both failed to meet the DBE/WBE requirements, and the third bidder is considered too high (43% over the Engineer's Estimate) to accept.

Our Design Section is reviewing the plans and estimate and we plan to readvertise in the near future.

It is our understanding that the preliminary engineering necessary for any design revisions and readvertising expense will be eligible for reimbursement until the date of readvertising as per FHPM Vol. 6-4-1-6 Par. 11i.

Federal Highway Administration Endorsement

Date:________________________
I concur in rejecting the bids

____
Dale E. Wilken, Division Administrator
Federal Highway Administration

CL:bkb
cc: J. Versteeg B. Vaughn
R. Hacek D. Battee

1 Versteeg ✓
Anderson
Adams
2 Macnab M
Edwards
Terpin
Trout
[illegible]

RECEIVED
OCT 9 - 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

Form 734-3122

7-6-1

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(35)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40101

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-5-84

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

Pacific Highway East at Hardcastle Ave. (Woodburn) Section

11. GENERAL DESCRIPTION OF WORK

Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 8-24-84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 9-4-84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $102,066 Federal Funds $91,859.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
SEP 13'84
REFER TO Potter
FOR

Orig to 9/13

14. DATE 9/11/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE FOR DIVISION ADMINISTRATOR

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CITY OF WOODBURN
270 Montgomery Street • Woodburn, Oregon 97071 • 981-7111

August 27, 1984

Phillip O. Stearns
Regional Federal Aid Specialist
DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION
Region 2
2960 State Street
Salem, Oregon 97310

Mr. Stearns,

Enclosed is City conditional approved set of prints for traffic signal installation, Pacific Highway East and Hardcastle.

Approval is conditional upon these criteria being considered for incorporation into the design:

1. A left turn lane will be installed sometime in the future over this portion of 99E. The signal installation would be better if if that change is anticipated in it's basic design.
2. Multiple lanes will eventually be placed over this portion of 99E; again, the design should be laid out to accommocate these additions.

Yours truly,

G.S. (Frank) Tiwari
Public Works Director

FT/bs

Enclosure

cc: City Administrator
File

Letter & Plans forwarded
To B. Taylor 8-31-84

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 29 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

7977

Section Pacific Highway E 1 Hardcastle Ave (Woodburn) Programming Estimate $ 100,000
Highway - Pacific East Project Length —
County Marion 6-22-84 Completion Time 180 CD
Kind of Work Traffic Signals Est. Comp. Date 2-10-85
Prefix 24-1903-921 Letting Date July 26, 1984 Project No. HES-26 (35)

Recv'd 6/21/84 @ 4:15 PM JG

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 51,159.00

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished PROM & Program	700	
Roadside Seeding & Mulching		$ 2,775.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing	2075	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 53,934.00
Contingencies (4-1/2%)		2,427.03
Engineering ~~(3-9,~~ 10%)		5,393.40
Subtotal		$ 61,754.43
Credit for ______________		
Estimated Net Authorization, Construction		$ 61,754.43

APPROVED

Copy to Phil Stearns REO 6-25-84

____
Road Design Engineer

Rev 11/81

~~SUMMARY-BID SCHEDULE~~-COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Pacific Hwy E at Hardcastle Ave (Woodburn)		COUNTY Marion	SHEET 1	OF 1
KIND OF WORK Traffic Signals	KEY NUMBER	LENGTH —	DATE 6-13-84	NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 6/15/84 MLW THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 7/26/84					
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	1500^{00}
	Temporary Signs		Sq Ft	56	6	336^{00}
	Flaggers		Hour	100	17–	$1,700^{00}$
	Traffic Signal Installation, Complete		LUMP SUM	All	LUMP SUM	$31,905^{00}$
	Fire Pre-emption System, Complete		LUMP SUM	All	LUMP SUM	$5,575^{00}$
	Model 170 Controller Equipment, Complete		LUMP SUM	All	LUMP SUM	$10,143^{00}$
						+$51,159^{00}$

9899

LOCATION DESIGN

ASSIGNMENT SHEET and PROJECT DIARY

Section PACIFIC HWY. E. @ HARDCASTLE Highway PACIFIC EAST (99E) County MARION

Assigned By AL. HANSEN Designer LEE BICE Date 12/14/83

Directions

Narrative By Designer This project is to replace existing two way stop and flashing light with fully signalized intersection.

Since the right of way is close at the corners there is a possibility that more R/W or construction easements may have to be acquired. There may be some conflict with existing utilities which may affect final location of signal poles

There was found to be discrepencies in the Traverse Sheets. Based on that information the newly acquired parcel, by the City, in the SW corner, should be checked to make sure description of property is correct.

NOTED
J. GRASSMAN

File 1-5-1
Woodburn

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-26(35)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Marion

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-6-83

4. PROGRAM NO.:

5. ITEM NO.: 40101

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 5
DEC 13 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO files
FOR ______

7. DATE AUTHORIZATION EFFECTIVE: 12/6/83

8. FEDERAL ROUTE NUMBER: Primary 26

9. STATE ROUTE NUMBER: Primary 1E

10. GENERAL LOCATION:

Pacific Highway east at Hardcastle Avenue (Woodburn) Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $9,600 - F.F. $8,640
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 11/25/83.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
DEC 12 83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE: 12/6/83

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hessner

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

TKA 7 6-11
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: November 25, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Project Data Submission
Item No. 40101
Project No. HES-26(35)
Pacific Hwy. East @ Hardcastle Ave. (Woodburn) Sec.
Pacific Hwy. East
Marion County

Attached data consists of PR-1 forms with project maps, Safety Priority Index System, Investigative Report, collision diagram, traffic signal warrant comparison, other traffic data and sketch maps.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain PS&E approval at an estimated total cost of $9,600 with an obligation of $8,640 in Federal funds.

DRH:bkb
Attachments

cc: L.E. George
C.O. Fredrickson (Region 2)
General Files

Form 734-3122

11 ③

PROJE PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Pacific Highway East @ Hardcastle Avenue (Woodburn)

REGION: 2

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 24-1903

DATE: 9-14-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 400 500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		4,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		400	932 RAILROAD & UTILITIES		100			
						TOTALS	$	$ 9,600
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: HES-26(35)

LOCATION ENGINEER'S REMARKS

Purpose of the survey is to prepare plans, specifications and cost estimate for traffic signal. The field survey has already been completed.

1 Versteeg ✓
Anderson
cy Adams Lyle
cy Macnab
2 Stoudenmeyer
Terpin
3 Trout
cy Wakerlig

RECEIVED
DEC 15 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

Approved in Hwy Engr. 9-1-83

PREPARED BY Donald Berg	DATE 9-9-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-6-83	

734-1914 (7-82)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Not applicable		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		10,700
RIGHT OF WAY		
TRAFFIC ~~CONTROL~~ SIGNAL	50,000	50,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES 20%	10,000	10,000
PROJECT TOTAL		70,700

SUBMITTED BY ______________________

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - (12)	2 - 12'
SHOULDERS	2 - 10'	2 - 10'
MEDIANS	—	— —
PARKING LANES	—	— —
SIDEWALKS	—	— —
BIKEWAYS	—	— —
INTERCHANGES	—	— —
OTHER:	—	— —

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☐	☐
Flood Plain	☐	☐	☐
Irrigation District	☐	☐	☐
Water District	☐	☐	☐
Drainage District	☐	☐	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☐	☐
DEQ NPS Water Pollution	☐	☐	☐
Building	☐	☐	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES.	EXIS G NUMBER AND WIDTH	OPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - (12)	2 - 12'
SHOULDERS	2 - 10'	2-10'
MEDIANS	—	— —
PARKING LANES	—	— —
SIDEWALKS	—	— —
BIKEWAYS	—	— —
INTERCHANGES	—	— —
OTHER:	—	— —

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☐	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☐	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☐	☐
Landscaping	☐	☒	☐	Water District	☐	☐	☐
Drainage	☐	☒	☐	Drainage District	☐	☐	☐
River ________	☐	☒	☐	Div. of State Lands	☐	☐	☐
Stream ________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☐	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☐	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☐	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☐	☐
Complex Acquisition	☐	☒	☐	Building	☐	☐	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Not applicable		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

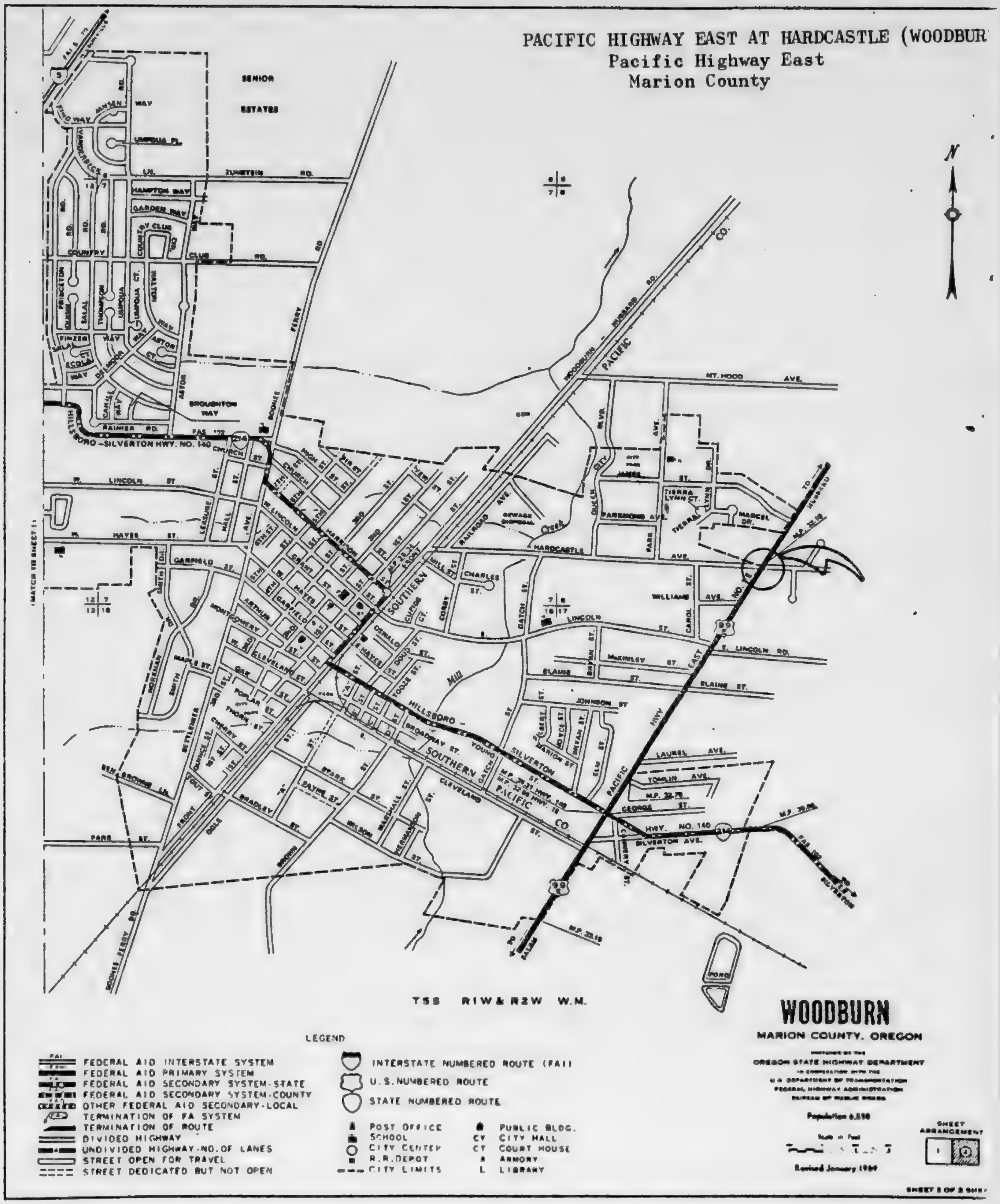
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		10,700
RIGHT OF WAY		
TRAFFIC ~~CONTROL~~ SIGNAL	50,000	50.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES 20%	10,000	10.000
PROJECT TOTAL		70,700

SUBMITTED BY ____________________

7

PACIFIC HIGHWAY EAST AT HARDCASTLE (WOODBUR
Pacific Highway East
Marion County



SENIOR ESTATES
ZUMSTEIN RD.
HAMPTON WAY
GARDEN WAY
COUNTRY CLUB RD.
UMPQUA PL.
PRINCETON
SALAL
THOMPSON
UMPQUA CT.
WALTON
FINZER
ECOLA
ASTOR
BROUGHTON WAY
FERRY RD.
BOONES
RAIMER RD.
HILLSBORO-SILVERTON HWY. NO. 140
CHURCH ST.
W. LINCOLN ST.
W. HAYES ST.
GARFIELD ST.
MONTGOMERY
CLEVELAND ST.
OAK ST.
POPLAR ST.
MAPLE ST.
SMITH
SETTLEMIER
HARRISON
SOUTHERN PACIFIC CO.
RAILROAD AVE.
SEWAGE DISPOSAL
Creek
Mill Creek
WOODBURN - HUBBARD RD.
MT. HOOD AVE.
HARDCASTLE AVE.
CHARLES ST.
CORBY
GATCH ST.
LINCOLN ST.
WILLIAMS AVE.
CAROL ST.
E. LINCOLN RD.
McKINLEY ST.
BLAINE ST.
JOHNSON ST.
PARKMOND AVE.
TIERRA LYNN CT.
MARCEL DR.
QUEEN
JAMES
PARK
BRYAN ST.
YOUNG ST.
BROADWAY ST.
LAUREL AVE.
TOMLIN AVE.
GEORGE ST.
SILVERTON AVE.
PACIFIC HWY. EAST NO. 81
HWY. NO. 140
HILLSBORO - SILVERTON HWY.
STARK ST.
PAYNE ST.
BRADLEY ST.
WILSON
MARSHALL ST.
CLEVELAND
FRONT ST.
COLE
BROWN
PARR ST.
BOONES FERRY RD.
BEN BROWN LN.
POND
TO HUBBARD
TO SALEM
TO SILVERTON
99E
214
(MATCH TO SHEET 1)
T5S R1W & R2W W.M.
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
WOODBURN
MARION COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 6,550
Scale in Feet
Revised January 1969
SHEET ARRANGEMENT
1
2
SHEET 2 OF 2 SHE

9899

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: August 31, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Pacific Highway East @ Hardcastle Avenue MP 32.19

Region 2 has requested that the traffic signal installation portion of the subject project be financed with Hazard Elimination funds.

Construction will be by contract. All phases of engineering will be performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Pacific Highway East @ Hardcastle Avenue (Woodburn) Marion County	$80,000	$72,000	$8,000

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. GEORGE
Traffic Engineer

RHB
Attachments

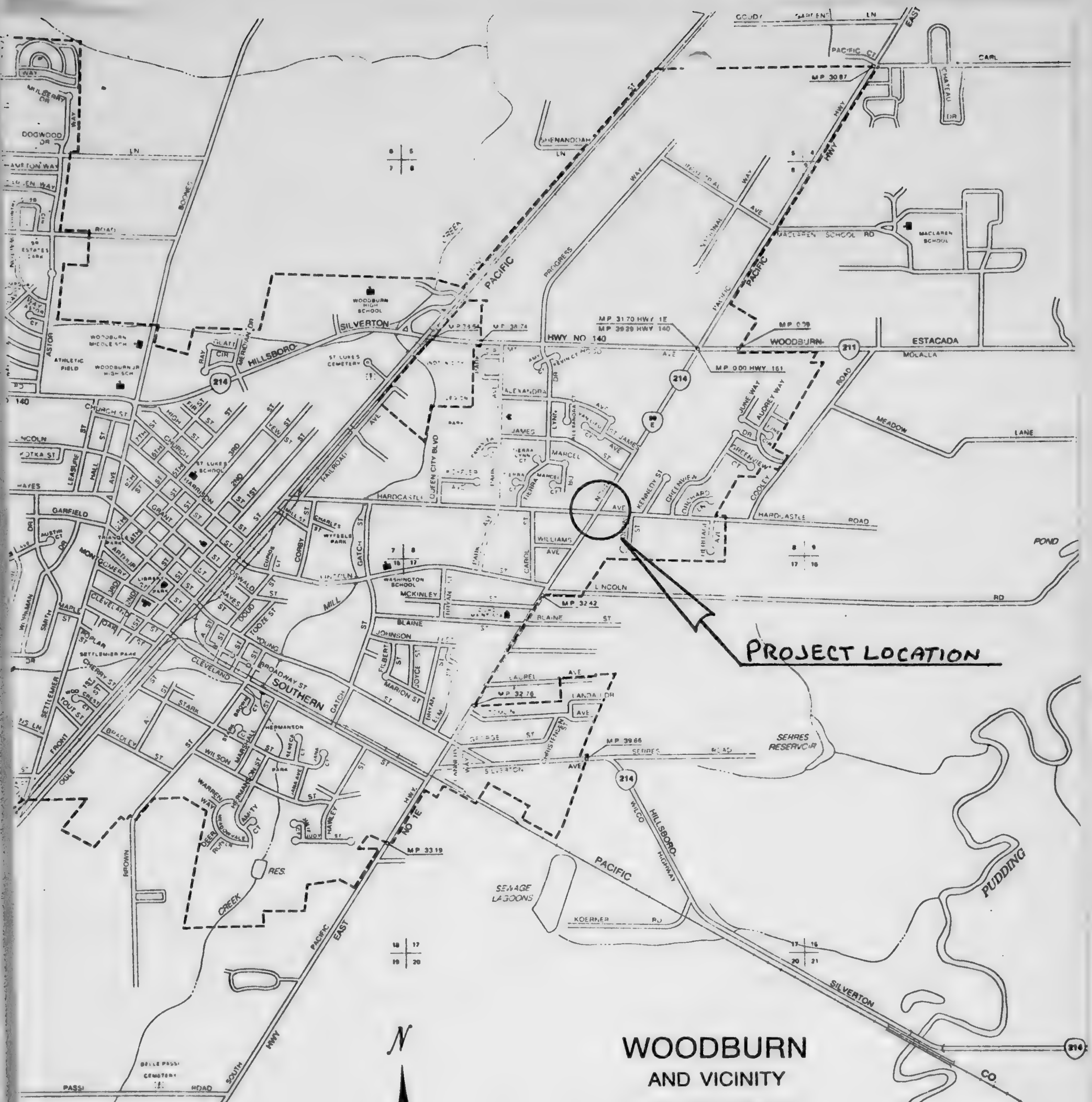
RECEIVED
STATE HWY ENGR
SEP 1 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
...E HOFSTETTER

APPROVED:

H S Coulter
State Highway Engineer

DATE: ~~8~~ 9-1-83


PACIFIC
HWY NO 140
SILVERTON
HILLSBORO
WOODBURN
ESTACADA
MOLALLA
MACLAREN SCHOOL RD
MACLAREN SCHOOL
WOODBURN HIGH SCHOOL
WOODBURN MIDDLE SCH
WOODBURN JR HIGH SCH
ATHLETIC FIELD
ST LUKES CEMETERY
ST LUKES SCHOOL
WASHINGTON SCHOOL
HARDCASTLE
HARDCASTLE ROAD
LINCOLN
LINCOLN RD
MEADOW LANE
PROGRESS WAY
NATIONAL WAY
SHENANDOAH LN
QUEEN CITY BLVD
MCKINLEY
BLAINE ST
YOUNG
CLEVELAND
SOUTHERN
SETTLEMIER PARK
KOERNER RD
SEHRES RD
SEHRES RESERVOIR
SEWAGE LAGOONS
RES.
CREEK
MILL
PUDDING
POND
PACIFIC HWY EAST
SOUTH HWY
BELLE PASSI CEMETERY
PASSI ROAD
CO.
M.P. 30.87
M.P. 0.00 HWY 161
M.P. 32.42
M.P. 32.76
M.P. 39.66
M.P. 33.19
214
211
N

PROJECT LOCATION

WOODBURN

AND VICINITY

MARION COUNTY, OREGON

Population 11,196

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

April 1982

SCALE

800 0 800 1600 2400 FEET

250 0 250 500 750 METERS

[illegible]

June 24, 1983

City of Woodburn
City Hall
Woodburn, OR 97071

AGR 4

Attention: Barney O. Burris
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 1659

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement covering the design, funding, installation, maintenance and power for traffic signals on 99E at Hardcastle Avenue in Woodburn.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 13, 1983

In Reply Refer to
File No.:

TRA

The Honorable Denny Smith
Member of Congress
1207 Longworth House Office Bldg.
Washington, D.C. 20515

In response to your inquiry, the Oregon State Highway Division is proceeding with the development of a signal project at Hardcastle and Highway 99E in Woodburn. Our analysis of the installation is that the necessary warrants are met, justifying the use of safety funds which are available for signal improvements. The Division currently plans to proceed with the design leading to contracting construction of the signal later this year.

Please let me know if I can be of further help to you.

H. S. Coulter, P.E.
State Highway Engineer

cc Don Murtha

RNB:lb ia

bc W. E. Schwartz
Robert N. Bothman
Gary A. Potter
C. O. Fredrickson

orm 734-3122

STATE OF OREGON **INTEROFFICE MEMO**
HIGHWAY DIVISION

TRA

TO: H. S. Coulter
State Highway Engineer

DATE: June 7, 1983

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Traffic Signal
Hardcastle and Highway 99E
Woodburn

After being contacted by Don Murtha of Congressman Denny Smith's office, I pursued the installation of a traffic signal at Hardcastle and Highway 99E in Woodburn.

I advised Don that the signal was presently being considered for safety funding and that our analysis indicated the improvement warrants the funding and our current funding allows for contracting installation of the signal later this year. Don asked that I confirm this in a memo to Congressman Smith so he can respond back to the Woodburn Chamber of Commerce. A suggested draft to the Congressman is attached.

RNB:lb

Att.

RECEIVED
STATE HWY ENGR
JUN 8 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Draft OK
Hold for Scott's
signature
ESK

81-125-1387

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: MEMO

DATE: June 7, 1983

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Traffic Signal
Hardcastle and Highway 99E
Woodburn

Received an inquiry from the Woodburn Chamber of Commerce through Congressman Denny Smith as to the status of installation of a traffic signal in Woodburn at Hardcastle and Highway 99E.

After discussing the signal with Chuck Fredrickson and Don Wagner, I advised Don Murtha of the Congressman's office, that the signal was presently being considered for safety funding. Our analysis indicates that the improvement warrants the funding and our current funding allows for contracting installation of the signal later this year.

RNB:lb

cc H. S. Coulter
W. E. Schwartz
Gary Potter
C. O. Fredrickson

7577

COUNCIL BILL No. 729

RESOLUTION No. 735

A RESOLUTION APPROVING AGREEMENT BETWEEN CITY OF WOODBURN AND STATE OF OREGON FOR INSTALLATION OF A TRAFFIC SIGNAL INCLUDING PRE-EMPTION DEVICE AT THE INTERSECTION OF PACIFIC HIGHWAY EAST AND HARDCASTLE AVENUE AND AUTHORIZING THE MAYOR AND CITY RECORDER TO SIGN.

WHEREAS, the City of Woodburn and State of Oregon have negotiated for the installation of a traffic signal including pre-emption device which properly controls the traffic flow and

WHEREAS, it is proper that the terms and conditions agreed upon, as a result of said negotiations, be embodied in a written agreement, now, therefore,

THE CITY OF WOODBURN ORDAINS AS FOLLOWS:

Section 1. That the agreement marked "Miscellaneous Contracts and Agreements Number 7659" be and hereby is approved and that the Mayor and City Recorder be and hereby are authorized to place their signatures on said agreement as representatives of the City of Woodburn.

APPROVED:
WILLIAM COSTINE, MAYOR

Passed by the Council	June 13, 1983
Submitted to the Mayor	June 14, 1983
Approved by the Mayor	June 14, 1983
Submitted to the Office of the Recorder	June 14, 1983

ATTEST: Barney O Burris
BARNEY O. BURRIS, Recorder
City of Woodburn, Oregon

This is approved as to form ______ City Attorney   6-7-83 Date

COUNCIL BILL No. 729
RESOLUTION No. 735

STATE OF OREGON

INTEROFFICE MEMO
File No. 24-hold

TO: D. E. Swan
PROGRAM CONTROL ENGINEER

DATE: May 10, 1983

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Pacific Highway East @ Hardcastle
Woodburn

The subject project is listed in the Six Year Program as a cooperative job. An agreement was prepared and submitted to the City which indicated a substantial contribution by the City. The agreement was returned, unsigned, with a statement pleading poverty by City. The project was shelved.

Subsequently, Frank Tiwari, Woodburn Public Works Director, advised the City had expended $47,223 at the intersection for right of way. Hardcastle was channelized for left-turn movements utilizing the additional right of way.

A citizens' group in the Woodburn area interested in traffic safety is acquiring $7,500 on the City's behalf for the project. This amount, with the City's soft match of $47,000 plus, is considered by Region to be "cooperative."

If you concur, please have an agreement prepared indicating City will participate to the extent of $7,500.

POS/clm

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S ✓
MAY 11 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Manor
FOR ______

81-125-1387

Contains Recycled Materials

Tra 7-6-1
Woodburn

DENNY SMITH
5TH DISTRICT, OREGON

WASHINGTON ADDRESS:
1213 LONGWORTH HOUSE OFFICE BUILDING
(202) 225-5711

SALEM ADDRESS:
4035 12TH S.E. #20
P.O. BOX 13089
SALEM, OREGON 97309
(503) 399-5756

Congreſs of the United States
House of Representatives
Washington, D.C. 20515

COMMITTEES:
INTERIOR AND INSULAR AFFAIRS
VETERANS' AFFAIRS

May 4, 1983

Anthony Yturri, Chairman
Oregon Transportation Commission
135 Transportation Building
Salem, OR 97310

Dear ~~Mr. Yturri:~~ Tony

I am writing on behalf of the citizens of Woodburn, who have organized an effort to have a traffic signal installed on Highway 99E at Hardcastle Road.

The people of Woodburn are so concerned about this traffic signal that they have begun a fund raising project through the Woodburn Chamber of Commerce to help the State finance the signal. This is a commendable effort on their part and indicates the importance they place on the signal.

I want to add my voice to those asking favorable consideration for the Hardcastle traffic signal by the Transportation Commission.

Thank you for your consideration in this matter.

Best regards,

Denny

Denny Smith
Member of Congress

DAS/dm

cy Schwartz
Fredrickson
George
5/11

RECEIVED
STATE HWY ENGR
MAY 10 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
DOT DIRECTOR
MAY 10 '83
REFER TO Cowlin
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

1889

CITY OF WOODBURN

270 Montgomery Street * Woodburn, Oregon 97071 * 981-7111

May 18, 1982

REGION 2 ENGINEER
RECEIVED
MAY 19 1982
☐ RLE ☐ RBE
[✓ ☐ RE] [✓ ☐ RCS] [✓ ☐ RMS] [✓ ☐ RTS] ☐ ROE
☐ ULE ☐ GEO ☐ PSO ☐ ENV [✓ ☐ RFE] S

Mr. Phillip O. Stearns
Region Federal Aid Specialist
State Highway Division
P. O. Box 14030
2960 E. State Street
Salem, Oregon 97310

Re: Traffic Signal at 99E & Hardcastle

Dear Mr. Stearns:

We have received the "Construction-Finance Agreement" for the installation of a traffic signal at 99E and Hardcastle.

The City will like to inform you that it was always our understanding that the City will not have to contribute any amount towards the installation of traffic signal at 99E. We are going through some financial hard times and our budgets are planned accordingly. However the Common Council has authorized me to write that the City of Woodburn will contribute five hundred dollars ($500.00) towards the installation of said traffic signal.

Please do not hesitate to call me if you have any questions.

Sincerely,

G S Tiwari

G. S. (Frank) Tiwari, P.E.
Public Works Director

GST/dlm
CC: City Administrator
Jeanne Newton
File

PROGRAM MANAGEMENT SECTION
DHM ☐ [✓ DES ☐]
SHM ☐ MJK ☐ DNH ☐
MAY 27 1982
REFERRED TO__________
FOR __________
FILE: PM FA LG.

9899 4-22-82

PACIFIC HWY. E @ HARDCASTLE AVE.
TRAFFIC SIGNAL LOCATION (WOODBURN)
MARION COUNTY

This intersection with Pacific Hwy. E. in Woodburn has been controled with a 2 way stop and flashing light. Hardcastle Ave. is one of the main arterials connecting Front Street in the old part of Woodburn with the Pacific Hwy. E.

Hardcastle Ave. intersects Pacific Hwy. E. at a 60 degree angle making entry to the Highway difficult. The approach to the Highway on the West & East have been widened to provide for a through right and left turn. Pacific Hwy. E. to the south and north about 250 ft. each way is constructed with curb and sidewalk, the mid point on the block south is the only part to the south not constructed. As each property is improved the property owner is required to construct curb and sidewalk.

Loop installation will have to follow a normal 2 lane road at this intersection and new loops will have to be installed when the section is completed.

Provision should be made to include extra signal cable to the signal heads so that when the street is complete the center most heads can be moved to align with the center left turn lane, and 2 lanes each way on the Hwy.

UTILITY CONFLICTS:

P.N. Bell has an overhead crossing on Hardcastle on the south side with a pole an the S.E. corner, a pedestal and underground cable may be in conflict. The overhead crossing is not in conflict with the present flashing beacon.

PGE power lines on the west side of Pacific Hwy. E. appears to be high enough to not be a conflict.

New sidewalks were constructed with ramps so none will be required on this project. R/W; A 15 foot triangle will be required for the strain pole on the S. W. corner of the intersection.

Warren E. Mueller

Warren E. Mueller
Project Manager

HARDCASTLE & 99E

Addendum to Narrative
April 22, 1982

1. Dave Weaver, Region 2, requests two (2) extra conduits into controller box for future change to 5-phase signal.

2. By mutual agreement, the city is purchasing R/W required in the SW corner. The description was prepared by this office at the city's request and a copy is enclosed.

3. There is a possible guy wire conflict in the S.E. corner.

4. The strain pole footing in the N.W. corner (see 1"= 10'blow up) will require cutting and patching of the concrete walk; the base plate should be clear of the walk. The walk should be cut with a saw.

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Pac. Hwy. E. @ Hardcastle (Woodburn) UNIT OR PART Traffic Signal Sheet 1 of 1
HIGHWAY Pacific Hwy. E. PREFIX 24-1465 COUNTY Marion

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	111	Temp. Prot. & Dir. of Traffic	Lump Sum	ALL	1,500	1,500
2	111	Temp. Signs	Sq. Ft.	152	10	1,520
3	111	Flaggers	Hour	30	22^{50}	675
						3,695
		Controller Testing				1,500
		Engineering & Contingencies			20%	1,039
4	661	Traffic Signal Install, Complete	Lump Sum	ALL	70,000	70,000
				TOTAL		76,234

Suggested draft

[illegible]

December 1, 1980

CON 15-7

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Deletions and Addition of Traffic Signal Projects To Six-Year Program

Presented for your approval on the consent calendar for the meeting of December 22, 1980, will be this request to delete a traffic signal project from the current Six-Year Program, to delay construction of a traffic signal project and the request to substitute another project in their stead.

The proposed project to be deleted is described as follows:

Traffic Signal Installation at the Intersection of Pacific Boulevard at 24th Street in Albany, Albany-Junction City Highway No. 58

A recent investigation of this intersection indicates that it no longer meets any warrants for signalization. This is probably due to the signal installation at a nearby intersection done earlier this year.

This project is Index No. 264 on the Six-Year Program.

The proposed project to be delayed is described as follows:

Traffic Signal Installation at the Intersection of Pacific Highway East at Hardcastle Street in Woodburn

1-6-81 [illegible]

This intersection meets one warrant for signal installation and only then if 70 percent of standard warrants are used due to population. Recent figures indicate that this may no longer be applicable.

This project is Index No. 261 on the Six-Year Program.

The proposed project to be added to the Six-Year Program is described as follows:

RECEIVED
STATE HWY ENGR
DEC 8 -'80
REFER TO Skoge
FOR
Info Inves R/D D/R Sign Act File

[illegible]
Is there anything here
that cannot wait for the overall
[illegible] program update next
fall? R

Traffic Signal Installation at the Intersection of (Lower) Columbia River Highway at Sauvies Island Road in Multnomah County (M.P. 10.83)

This location was recently investigated and meets one volume warrant for signalization and nearly meets the accident warrant. It is estimated to cost a total of $65,000 for the traffic signal installation.

I recomment that you approve the deletion of the one project, the delay of the one project until 1985 with a change in funding from Federal Aid to State, and the addition of the one to the Six-Year Program utilizing Federal Aid funding. The authority to sign project agreements for and on your behalf for the additional project is hereby requested.

DKH:jrb

bc: R. W. Gormsen
F. B. Klaboe
E. S. Hunter
D. H. Moehring
R. L. Schroeder
C. T. Keasey
L. W. Rulien
J. L. Sollis
J. H. Versteeg
L. E. George
V. E. Skoog
C. O. Fredrickson
E. L. Hardt
George Bell

121 (1/80)

ARTMENT OF TRANSPOR TION
EDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-26(21)
Pacific Hwy. East at Hardcastle St.
(Woodburn), Traffic Signal

Date: October 2, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

I am returning the program for subject project without approval. Because of the marginal warrants, Mr. L. E. George agreed to reevaluate the need for a signal at this location.

G. K. Hossner
for G. L. Green

cc:
OSHD (L E George, Tr)

NOTED
L. E. GEORGE

RECEIVED
STATE HWY ENGR
OCT 3 - '80
REFER TO
L George
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

RECEIVED
OCT 3 1980
TRAFFIC ENGINEERING

4811

1E

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE 4/24/80

PREFIX

7-28-80

1 - IDENTIFICATION

PROJECT NAME Pacific Highway East at Hardcastle

HIGHWAY NAME Pacific East

HIGHWAY NUMBER 1E

REGION 2	ADMINISTRATIVE DISTRICT 3	COUNTY Marion	CITY Woodburn
LENGTH 0.1	MILEPOST NUMBER 32.2 TO	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Traffic signal installation at the intersection of Pacific Highway East and Hardcastle Street in Woodburn. The programmed amount is $70,000. It is on the current bid schedule. This is not on the April 10 priority listing.

The pole locations should be determined on the basis of the proposed 5-lane section in 99E through the city.

1 Versteeg ✓
Anderson
2 DOR
3 aSO
Sullivan
4 W

RECEIVED
AUG 11 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Initials / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1978 – 14700

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)

DESIGN STANDARDS

TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

REFERRED TO
Beard
Cole ✓
Eriksen
Hager
Brudenmeyer
Kenn
Wersall W
Lau
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

APPROVED
Frank E. Bergin
Location Engineer
Date 7/28/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - (12)	2 - 12'
SHOULDERS	2 - 10'	2 - 10'
MEDIANS	——	——
PARKING LANES	——	——
SIDEWALKS	——	——
BIKEWAYS	——	——
INTERCHANGES	——	——
OTHER:	——	——

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAY
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☐	☐
Flood Plain	☐	☐	☐
Irrigation District	☐	☐	☐
Water District	☐	☐	☐
Drainage District	☐	☐	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☐	☐
DEQ NPS Water Pollution	☐	☐	☐
Building	☐	☐	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☐	☒	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Power, telephone , gas, city

4 - WORK ITEMS

		TO BE PERFORMED BY	
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(16)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3
RECOMMENDED CONSTRUCTION DATE	1982 (Region)	F 2Q '83 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Not applicable		

7 - TYPICAL SECTION AND LOCATION

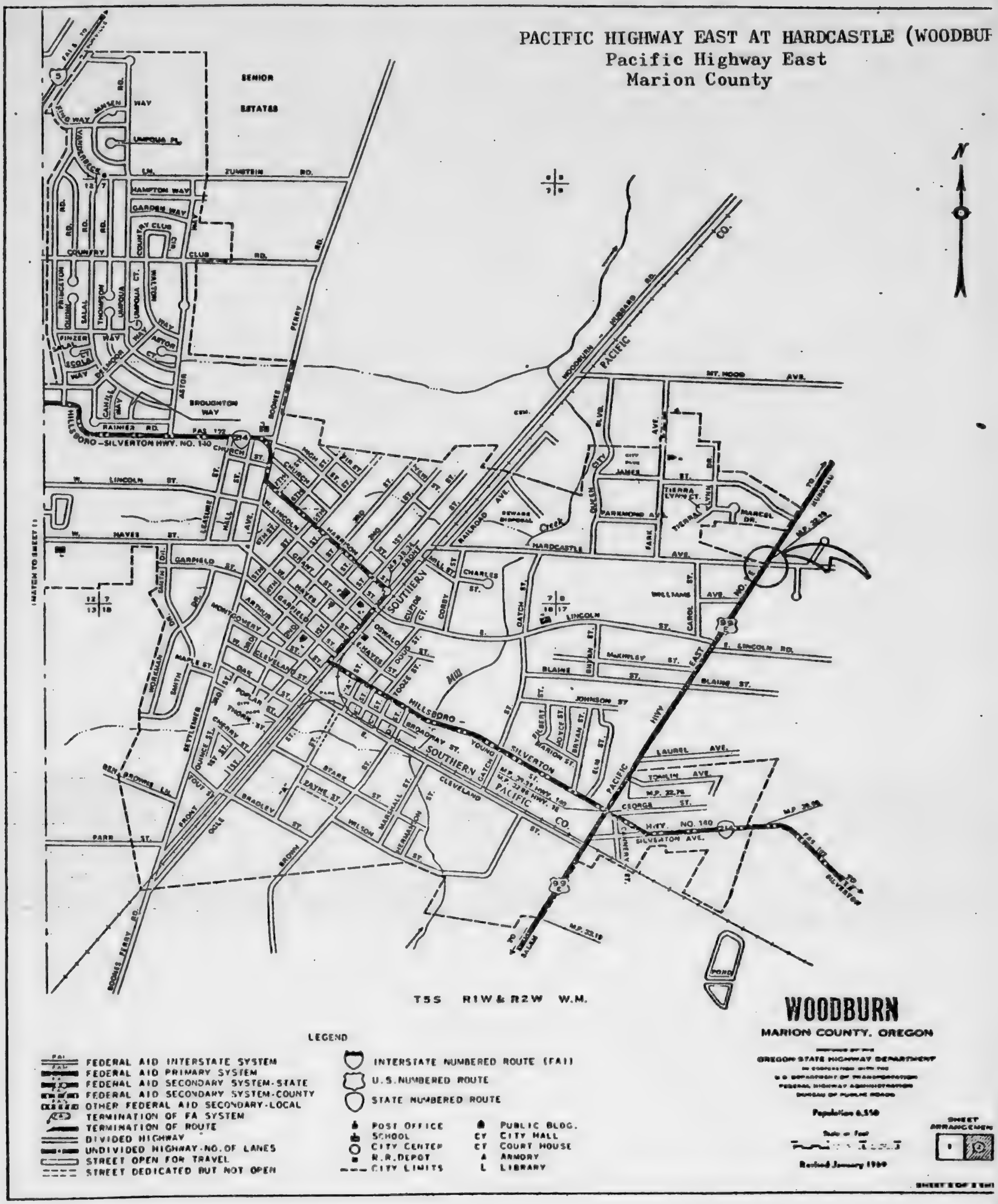
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		10,700
RIGHT OF WAY		
TRAFFIC ~~CONTROL~~ SIGNAL	50,000	50,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES 20%	10,000	10,000
PROJECT TOTAL		70,700

SUBMITTED BY

PACIFIC HIGHWAY EAST AT HARDCASTLE (WOODBUR
Pacific Highway East
Marion County


SENIOR ESTATES
N
ZUMSTEIN RD.
HAMPTON WAY
GARDEN WAY
COUNTRY CLUB RD.
UMPQUA PL.
PRINCETON
SALAL
THOMPSON
UMPQUA ST.
WALTON
FINZER
ASTOR
CAHILL WAY
BROUGHTON WAY
RAINIER RD.
PERRY RD.
BOONES FERRY RD.
HILLSBORO - SILVERTON HWY. NO. 140
FAS 172
CHURCH ST.
W. LINCOLN ST.
W. HAYES ST.
GARFIELD ST.
MONTGOMERY
CLEVELAND ST.
MAPLE ST.
OAK ST.
POPLAR ST.
ARTHUR
LEASURE ST.
HALL ST.
SETTLEMIER
YOUNG ST.
FRONT ST.
BRADLEY ST.
PARR ST.
BEN BROWN LN.
COLE
STARK ST.
PAYNE ST.
WILSON
MARSHALL ST.
HERMANSON
BROWN
SOUTHERN PACIFIC CO.
HILLSBORO - SILVERTON
BROADWAY ST.
CLEVELAND
WOODBURN - HUBBARD RD.
PACIFIC CO.
MT. HOOD AVE.
RAILROAD AVE.
SEWAGE DISPOSAL
CREEK
MILL
HARDCASTLE AVE.
WILLIAMS AVE.
LINCOLN ST.
E. LINCOLN RD.
BLAINE ST.
MCKINLEY ST.
JOHNSON ST.
CARROL ST.
PARKMOND AV.
JAMES ST.
TIERRA LYNN CT.
MARCEL DR.
GATCH ST.
CORBY
OSWALD
LAUREL AVE.
TOMLIN AVE.
GEORGE ST.
SILVERTON AVE.
HWY. NO. 140
PACIFIC HWY EAST
99E
214
M.P. 22.76
M.P. 22.19
M.P. 23.23
M.P. 35.35
TO HUBBARD
TO SALEM
TO SILVERTON
POND
(MATCH TO SHEET 1)
T5S R1W & R2W W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
ARMORY
L LIBRARY
WOODBURN
MARION COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 6,550
Scale in Feet
Revised January 1969
SHEET ARRANGEMENT
1
2

Ira 1-6-11

[illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

H. S. COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Pacific Hwy E at Hard Castle

DATE: 7 6/17/80

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
JUL 17 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

TACHMENT

c: G.L. GREEN
H.S. COULTER ✓
F.E. TERPIN
J.B. BOYD
J.H. VERSTEEG
GARY POTTER
W.J. HART
AERONAUTICS DIVISION
B.L. GIFFORD
G. ENGR.:(2)C.C. FREDRICKSON
IST. ENGR.:(3) R.A. KUEHN

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8006 2 700

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-95.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

TRA 7-6-1
[illegible]

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 13, 1980

In Reply Refer to File No.:
PRO 6-5

TO Executive Department
Federal Aid Coordination Unit

Mid-Willamette Valley Council of
Governments
200 Senator Bldg.
220 High St. NE
Salem, OR 97301

D E Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Pacific Highway East at Hardcastle (Woodburn)
Highway: Pacific Hwy. East OR-99E
County: Marion

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 18, 1980.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg (3)
Gary Potter
W. J. Hart
Reg. 2 Engr: C.O. Fredrickson
Dis. 3 Engr: R.A. Keuhn
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 16 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #			Page One
02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Pacific Highway East at Hardcastle (Woodburn)			
11	12] PROJECT LOCATION—CITY Pacific Hwy. East OR-99E	PROJECT LOCATION—COUNTY Marion	PROJECT LOCATION [79 SEC: T: R:	
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) Traffic signal installation at the intersection of Pacific Highway East			
06	12] [71 and Hardcastle Street in Woodburn.			
07	12] [71			
08	12] [71			
09	12] [71			
10	12] [71			

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	59,605	-----	10,395	----	----	70,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: June 13, 1980

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 July 43] DAY [44 18 45] YEAR [46 1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 13, 1980

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

F-26(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date June 11, 1980

Section Pacific Highway E at Hardcastle (Woodburn)

City Woodburn Hwy. No. 1E

Highway Pacific East

Begin M.P. 32.2 Length 0.1

County Marion

Program Estimate $70,000

Region 2

Funding Source FA

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

Traffic signal installation at the intersection of Pacific Highway East and Hardcastle Street in Woodburn.

C. Recommended Project Category and Documentation:

Project Category	Documentation
1	Draft and Final EIS
2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding

☐ Cultural Resource Survey

☐ Section 106 Procedures

☐ Noise Study Report

☐ Indirect Source Construction Permit

☐ Section 4(f) Determination

Basis for Recommended Category:

In accordance with FHPM 7-7-2, the installation of a traffic signal is ordinarily considered to be a non-major action. No significant adverse impacts to the social, economic, or natural environment have been identified.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	4
Median (Yes/No)	no	1
Shoulders (Yes/No, Paved, Gravel)	paved	paved
Average Daily Traffic (Volume/Year)	14,700 (1978)	27,000 (2000)
Alignment (New, Combined, Existing)		existing
Speeds (Posted/Estimated)	40 posted	40 posted

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	100 square feet
Estimated Number of Parcels	4
Residential Relocation (No.)	0
Business Relocation (No.)	0

Areas for four pole foundations would be required. These areas could be acquired either by fee title or easements. All areas would be from commercial property.

2. Estimated Impact on Land Use:

No impacts.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Traffic safety will be improved.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None involved.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

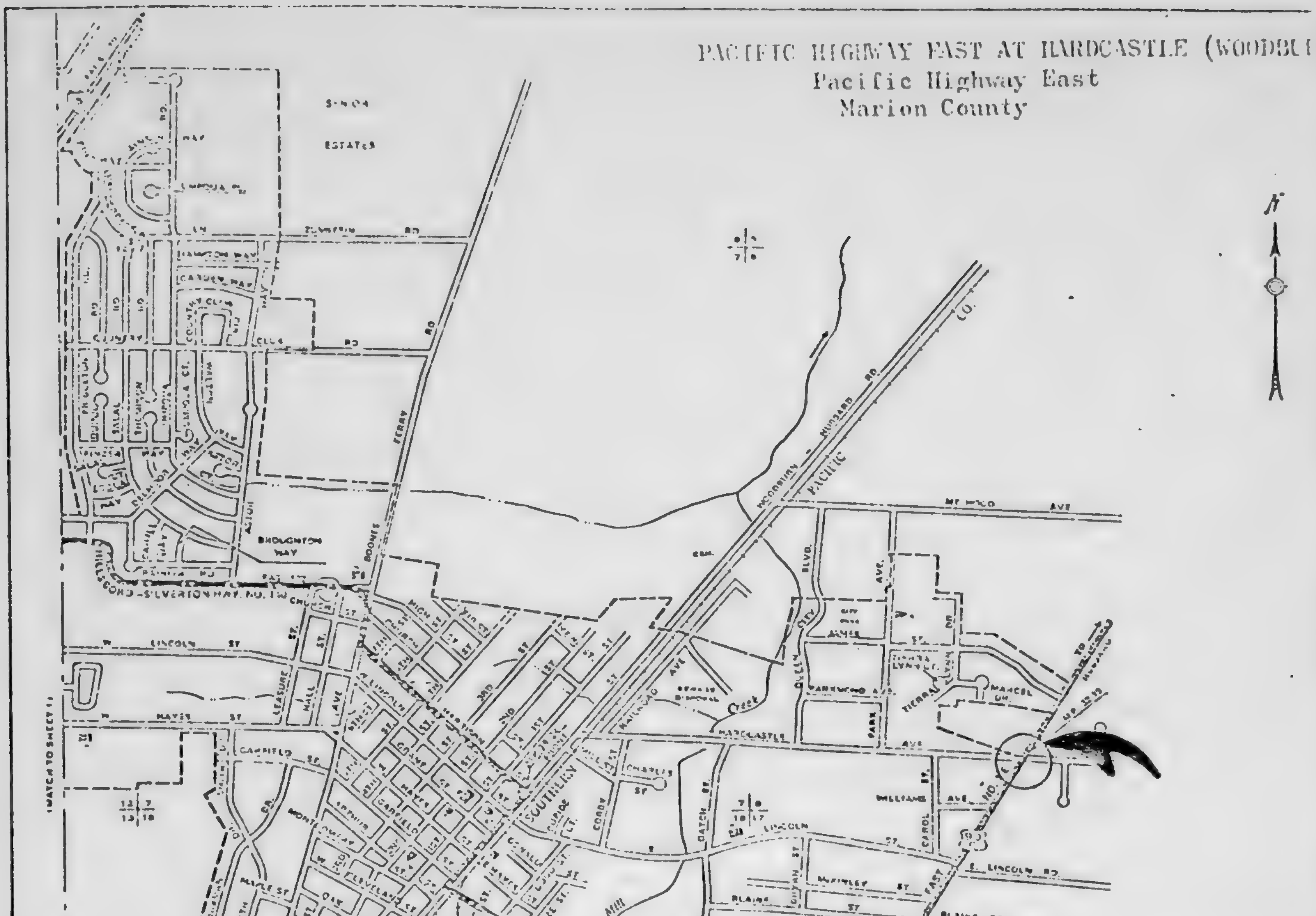
None involved.

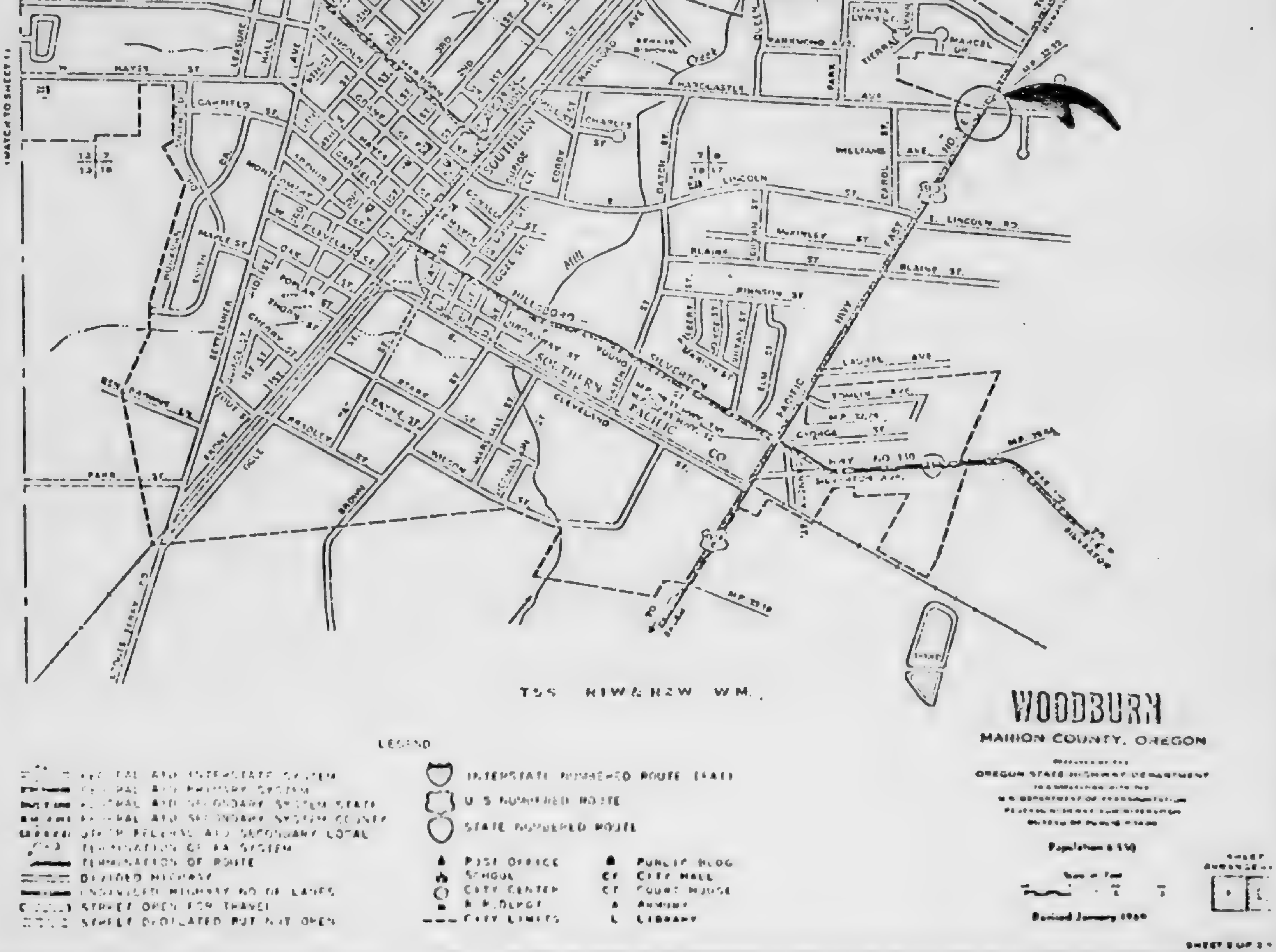
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: **Eddie Welsh 378-2626**

PACIFIC HIGHWAY EAST AT HARDCASTLE (WOODBU
Pacific Highway East
Marion County


SIMON ESTATES
HAMPTON WAY
GARDEN WAY
CLUB RD
BROUGHTON WAY
BOONES FERRY RD
HILLSBORO-SILVERTON HWY. NO. 140
W. LINCOLN ST
W. HAYES ST
GARFIELD ST
MONTGOMERY
CLEVELAND ST
OAK
POPLAR ST
CHERRY ST
HARDCASTLE AVE
WILLIAMS AVE
LINCOLN ST
E. LINCOLN RD.
BLAINE ST.
MT. HOOD AVE
WOODBURN - HUBBARD RD
SOUTHERN PACIFIC CO.
PACIFIC HWY EAST NO. 1E
MARCEL DR.
TO HUBBARD
MILL CREEK
BROWN
PARR ST
TO SILVERTON
MATCH TO SHEET 1
N


T5S R1W & R2W W.M.
WOODBURN
MARION COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
Population
Revised January 1960
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U S NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R. R. DEPOT
CITY LIMITS
PUBLIC BLDG
CITY HALL
COURT HOUSE
ARMORY
LIBRARY

TSN 7-6-1
Woodburn

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-26(-)
Pacific Hwy. E. @ Hardcastle (Woodburn)
Pacific East Hwy.
Marion County

Date: June 13, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your June 11, 1980, letter has been reviewed.

NOTED
E. S. HUNTER

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

Original Signed By
VERNON V. CUSACK
Program Operation
Engineer

G. L. Green

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg II)

RECEIVED
TECHNICAL SERVICES
JUN 16 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

1984 S.P.R.R. O'Xing-Pac. Hwy. 9900
E. Sec, Chemawa Rd. NE in N. Salem
(gr, pav, sigs.)

jc cc: OSHD (Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Marion	DIVISION 10
DATE OF REPORT 9/28/87	REPORT MADE BY D. B. Carter, Area Engineer dbc		PROJECT NO. IX-1830(7)
COMPLETION DATE (Actual) 3/31/86	ACCEPTANCE DATE BY CONRTACT AGENCY 2/25/87	TIME ELAPSED SEE BELOW %	CONTRACT TIME S.C.D. 11/30/85

LOCATION

Chemawa Rd. between the SPRR O'xing and Pacific Hwy east (Orega) in Salem, Oregon Marion Co.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SPRR O'XING - PACIFIC HWY EAST
CHEMAWA ROAD
Grading, Drainage, Paving & Signals

This project provided for reconstructing an existing two-lane facility adding a left-turn lane at Chemawa School access, adding 2 six-foot shoulders/bikeways and revising the traffic signal at the Pacific Highway East intersection.

The final cost of the original contract bid items was $415,321.30 or a 42.4 percent underrun of the contract bid amount of $591,405. The final cost of the project including all changes and construction engineering was $725,476.07. The large underrun in the contract bid items was due to plan changes made during construction (see construction inspection reports).

The original contract included a specified completion date of August 31, 1986. Price agreement No. 3 modified the specified completion date to November 30, 1985. The contractor overran the adjusted completion date by 103 calendar days and was assessed $23,175.

A final inspection of the completed work was made on May 29, 1986.

All participating work has been completed. All projecty signing and striping is complete.

- DBC -

NOTED
W. E. SCHWARTZ

Cy
10/7

RECEIVED
STATE HWY ENGR
OCT 2 '87
REFER TO
Fredrickson
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE	
TITLE Area Engineer	DATE 9/30/87	TITLE District Engineer A	DATE 10/1/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

April 16, 1987

CON 5 - #9900

United Pacific Insurance Co.
P.O. Box 5669
Portland, OR 97228

On March 4, 1987, we wrote to you concerning release of final payment on Contract No. 9900 awarded to Mocon Corporation for work on the S.P.R.R. O'Xing-Pacific Highway East Section of Chemawa Road NE in Marion County.

Final payment on this contract is $10,360.00 and the total contract amount is $629,422.32 including $37,295.80 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9900

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9900

TO: Commission Services

DATE: February 25, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9900 ,	On Site Work Substantially Completed March 13, 1986
All Work Completed	November 14, 1986	
Project	SPRR O'xing-Pacific Highway East	
Highway	Chemawa Road N.E.	
County	Marion	
Type of Work	Grading, Paving and Signals	
Contractor	Mocon Corporation	

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Surety ltr. sent - 3-4-87

RECEIVED
MAR 2 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

January 14, 1987

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

CON 5
9900

Re: Time Extension Request
SPRR O'Xing-Pacific Highway East
Contract No. 9900

Your request for additional contract time in which to complete the above project has been received and cannot be considered.

Section 108.09 of the contract Standard Specifications states, in part, that "The contractor's request for adjustment of contract time shall be in writing upon a form provided by the Division with the consent of surety endorsed thereon. --- All requests for adjustment of contract time must be submitted to the Engineer within 60 days of the date indicated on the 'Second Notification' as described in subsection 108.08 of these specifications. Failure to submit requests for adjustment of contract time within said 60 days is expressly agreed to be a waiver of the contractor's right to an adjustment of contract time".

The Second Notification date on this contract was March 13, 1986. Your time extension request was dated November 4, 1986, which is 236 days after Second Notification, and therefore your request cannot be considered.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn
Ken Stoneman

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: NOV 15 1986
CONTRACT NO: 9900
F A. PROJECT NO: IX-1830(7)
DATE OF AWARD: SEPTEMBER 28, 1984
FIRST NOTIFICATION DATE: OCTOBER 6, 1984
ESTIMATED DATE OF COMPLETION, OR: MARCH 13, 1986
SECOND NOTIFICATION DATE AND: MARCH 19, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE: SEPT 30, 1986
AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED: 100

PROJECT NAME (SECTION): SPRR OXING - PACIFIC HWY EAST
HIGHWAY: CHEMAWA ROAD NE
COUNTY: MARION
CONTRACTOR: MOCON CORP.
KIND OF WORK: GRADING PAVING SIGNALS

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 768,258.80
ESTIMATED PROJECT COST $ 707,340.00
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 7.9 %

ENGINEERING

AUTHORIZATION $ 60,919.20
COST THIS WEEK $ 0.00
TOTAL TO DATE $ 59,029.00
PERCENT OF AUTHORIZATION 96 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	11/30/85	0	0.0	0	NO
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	14,345 CY	23,500 TN	4,600 TN			
EST. CORRECTED QUANTITIES	10,624 CY	27,050 TN	4,544 TN			
EST. PERFORMED TO DATE	10,624 CY	27,050 TN	4,544 TN			
PERCENT PERFORMED TO DATE	100	100	100	0	0	0

ACTIVITIES THIS WEEK:

Contractors payrolls delivered to Region 11-14-86.

Third Notification issued 11-14-86.

FINAL REPORT.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Time extension request is being processed.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Kenneth L Stoneman
KEN STONEMAN

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

CL 1986-0282

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 11 1986
BARBARA ROBERTS
SECRETARY OF STATE

September 9, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9900

Allen, Kilmer, Schrader,
Yazbeck & Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 S.W. Fifth Avenue
Portland, OR 97204

We have received the Notice of Claim dated August 29, 1986, filed on behalf of Hamilton Electric, Inc., against the following Highway Division contract:

FILED BY:	Hamilton Electric Inc.
AMOUNT:	$2,430.87
FOR:	Labor and materials
AGAINST (PRIME CONTRACTOR):	Mocon Corporation
CONTRACT NO.:	9900
PROJECT:	SPRR O'Xing-Pacific Highway East Section, Chemawa Road N.E. in north Salem, Marion County
SURETY:	United Pacific Insurance Co.
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

George Bell
Assistant Director

RECEIVED
SEP 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
P.O. Box 5669
Portland, OR 97228

Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97440

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

NOTED ON CARD
9-15-86cc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

ALLE[illegible]ER, SCHRADER, YAZBECK & CHENOWETH
~~A PROFESSIONAL CORPORATION~~
attorneys at law
1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204

HE HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

August 29, 1986

CERTIFIED MAIL - Return Receipt Requested

Secretary of State
State Capitol Building
Salem, Oregon 97310

Oregon Department of
Transportation
121 Transportation Building
Salem, Oregon 97310

Mocon Corporation
P.O. Box 3258
Salem, Oregon 97302

United Pacific Insurance Co.
P.O. Box 5669
Portland, Oregon 97302

Re: OSHD Contract No. 9900; Pacific Highway East at Chemawa, Southern Pacific Railroad Overcrossing; Notice of Claim Pursuant to ORS Chapter 279

Notice is hereby given pursuant to ORS 279.526 that the undersigned Hamilton Electric, Inc., has a claim for labor and materials provided to Mocon Corporation and used for the electrification of the above-referenced project in the sum of $2,430.87 against the bond taken from Mocon Corporation and United Pacific Insurance Company.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

cc: Joseph A. Yabeck, Jr.

HAMIEL6/H5

RECEIVED
SEP 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
9900

DATE: July 17, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Bruce M Walton
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-1830(7)

Contract 9900, Work Completed March 13, 1986

Project SPRR O'xing-Pacific Highway East

Highway Chemawa Road N.E.

County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 29, 1986

CH Christianson
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUL 23 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BMW:11

cc: L. Rulien
C. O. Fredrickson
Wm. Anhorn
B. M. Walton

NOTED
LARRY RULIEN

CPC/FL4

RECEIVED
JUL 18 1986
OREGON DIVISION

734-2023 (2-85)

BW CC OSHD(RULIEN)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon

IN COMPANY WITH
Ken Stoneman & Ken Husby

DATE OF INSPECTION 5/29/86	INSPECTION MADE BY W.H. Kappus; Area Engineer	PROJECT NO. IX-1830(7)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 125 %	WORK COMPLETED 100 %

SPRR OXING - PACIFIC HWY. EAST
CHEMAWA RD. NE.
GRADING, DRAINAGE, PAVING & SIGNALS

This project provided for reconstructing an existing two-lane facility adding a left-turn lane at Chemawa School access, adding 2 six-foot shoulders/bikeways and revising the traffic signal at the Pacific Highway East intersection.

The Contract work was awarded to Mocon Corp. on September 28,1984. Work started October 6,1984, and was completed March 13,1986. The original contract completion date was August 31,1986. A contractor proposed contract change, approved by all parties, changed the embankment construction and materials and reduced the project to a one-season project. The contractor then overruns the new completion date by 103 days. Liquidated damages are being assessed. There were no major cost overruns or underruns and no contract claims are anticipated.

All physical construction and materials incorporated into this project are considered to be in substantial contracted work had been satisfactorily completed and acceptance is recommended.

WHK

NOTED
W. E. SCHWARTZ

cy
7/15

RECEIVED
STATE HWY ENGR
JUL 9 '86
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

Form FHWA-1446A
(Rev. 2-84)

*U.S. GPO: 1985-466-568

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

April 8, 1986
IN REPLY REFER TO
HRW-OR/

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IX-1830(3)
SP Railroad Overcrossing - Pacific Highway
Chemawa Road NE - Marion County (File 53357)

Enclosed for your acceptance is the Highway Easement Deed for the transfer of public lands required for right-of-way on the subject project.

Please provide the Bureau of Indian Affairs with a conformed copy of the deed after recording.

Sincerely yours,

John R Wickman
for Dale E. Wilken
Division Administrator

Enclosure
Highway Easement Deed

cc:
OSHD (J.B. Boyd, R/W)

4/10 Boyd
Please handle
cm

RECEIVED
STATE HWY ENGR

APR 9 '86

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File
☐	☐	☐	☐	☐	☒	☐

[illegible]

ORIGINAL

Highway Division
File 53357
IX-1830(6) 9B-22-4

HIGHWAY EASEMENT DEED

THIS DEED, made this 4th day of April, 1986, by and between the UNITED STATES OF AMERICA, acting by and through the DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, hereinafter referred to as the DEPARTMENT, and the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter referred to as the GRANTEE:

WITNESSETH:

WHEREAS, the GRANTEE has filed application under the provisions of the Act of Congress of August 27, 1958, as amended (23 U.S.C. Section 317) for the right-of-way of a highway over certain land owned by the United States in the State of Oregon, which is under the jurisdiction of the Department of the Interior - Bureau of Indian Affairs; and

WHEREAS, this transfer is further authorized under the provisions of the Act of Congress approved October 15, 1966, (80 Stat. 931, 937, section 6(a)(1)(A)); and

WHEREAS, the Federal Highway Administrator, pursuant to delegation of authority from the Secretary of Transportation, has determined that an easement over the land covered by the application is reasonably necessary for right-of-way for Project IX-1830(6) Chemawa Road; and

WHEREAS, the Department of the Interior, acting by and through the Bureau of Indian Affairs, has agreed to the transfer by the DEPARTMENT of an easement over the land to the GRANTEE;

NOW THEREFORE, the DEPARTMENT, as authorized by law, does hereby grant to the GRANTEE an easement for a right-of-way for the construction, operation, and maintenance of a highway, and use of the space above and below the established grade line of the highway pavement for highway purposes on, over, across, in, and upon the following described land of the United States, to wit:

> A parcel of land lying in Lot 5 of Section 31 and in the William B. Stephens D.L.C. No. 48, Township 6 South, Range 2 West, W.M., Marion County, Oregon and being a portion of that property described in those deeds to The United States of America, recorded in Book 35, Page 238; Book 110, Page 531 and in Book 775, Page 362 of Marion County Record of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Southerly side of the center line of relocated Chemawa Road N.E. which center line is

HIGHWAY EASEMENT DEED

THIS DEED, made this 4th day of April, 1986, by and between the UNITED STATES OF AMERICA, acting by and through the DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, hereinafter referred to as the DEPARTMENT, and the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter referred to as the GRANTEE:

WITNESSETH:

WHEREAS, the GRANTEE has filed application under the provisions of the Act of Congress of August 27, 1958, as amended (23 U.S.C. Section 317) for the right-of-way of a highway over certain land owned by the United States in the State of Oregon, which is under the jurisdiction of the Department of the Interior - Bureau of Indian Affairs; and

WHEREAS, this transfer is further authorized under the provisions of the Act of Congress approved October 15, 1966, (80 Stat. 931, 937, section 6(a)(1)(A)); and

WHEREAS, the Federal Highway Administrator, pursuant to delegation of authority from the Secretary of Transportation, has determined that an easement over the land covered by the application is reasonably necessary for right-of-way for Project IX-1830(6) Chemawa Road; and

WHEREAS, the Department of the Interior, acting by and through the Bureau of Indian Affairs, has agreed to the transfer by the DEPARTMENT of an easement over the land to the GRANTEE;

NOW THEREFORE, the DEPARTMENT, as authorized by law, does hereby grant to the GRANTEE an easement for a right-of-way for the construction, operation, and maintenance of a highway, and use of the space above and below the established grade line of the highway pavement for highway purposes on, over, across, in, and upon the following described land of the United States, to wit:

> A parcel of land lying in Lot 5 of Section 31 and in the William B. Stephens D.L.C. No. 48, Township 6 South, Range 2 West, W.M., Marion County, Oregon and being a portion of that property described in those deeds to The United States of America, recorded in Book 35, Page 238; Book 110, Page 531 and in Book 775, Page 362 of Marion County Record of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Southerly side of the center line of relocated Chemawa Road N.E. which center line is described as follows:
>
> Beginning at Engineer's center line Station 40+00, said station being 72.22 feet North and 282.85 feet West of the Northwest corner of

the William B. Stephens D.L.C. No. 48, Township 6 South, Range 2 West, W.M.; thence South 79° 34' 56" East 268.92 feet; thence on a spiral curve left (the long chord of which bears South 80° 46' 56" East 239.96 feet) 240 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears South 84° 08' 29" East 63.94 feet) 63.94 feet; thence on a spiral curve left (the long chord of which bears South 87° 30' 02" East 239.96 feet) 240 feet; thence South 88° 42' 02" East 1487.14 feet; thence North 89° 50' 27" East 550.22 feet; thence South 88° 42' 02" East 299.78 feet to Engineer's center line Station 71+50.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Southerly Side of Center Line
40+00		54+00	60
54+00		60+00	60 in a straight line to 80
60+00		61+00	80 in a straight line to 60
61+00		63+00	60

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 1.93 acres, more or less, outside of the existing right of way and is shown on Exhibit "A" attached hereto and made a part hereof, subject, however, to the following terms, conditions and covenants:

(1) Outstanding valid claims, if any, existing on the date of this grant, and the GRANTEE shall obtain such permission as may be necessary on account of any such claims.

(2) Construction of the highway facility is to be undertaken by the GRANTEE in compliance with the Act entitled "An Act for the Preservation of American Antiquities" approved June 8, 1960, (34 Stat. 225, 26 U.S.C. 432-433), and State laws where applicable.

(3) The easement herein granted shall terminate ten years from the date of the execution of this deed by the United States of America in the event construction of a highway on the right-of-way is not started during such period.

(4) The easement herein granted is limited to use of the described right-of-way and the space above and below the established grade line of the highway pavement for the purpose of construction, operation, and maintenance of a highway in accordance with the approved plans described in the following

the William B. Stephens D.L.C. No. 48, Township 6 South, Range 2 West, W.M.; thence South 79° 34' 56" East 268.92 feet; thence on a spiral curve left (the long chord of which bears South 80° 46' 56" East 239.96 feet) 240 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears South 84° 08' 29" East 63.94 feet) 63.94 feet; thence on a spiral curve left (the long chord of which bears South 87° 30' 02" East 239.96 feet) 240 feet; thence South 88° 42' 02" East 1487.14 feet; thence North 89° 50' 27" East 550.22 feet; thence South 88° 42' 02" East 299.78 feet to Engineer's center line Station 71+50.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Southerly Side of Center Line
40+00		54+00	60
54+00		60+00	60 in a straight line to 80
60+00		61+00	80 in a straight line to 60
61+00		63+00	60

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 1.93 acres, more or less, outside of the existing right of way and is shown on Exhibit "A" attached hereto and made a part hereof, subject, however, to the following terms, conditions and covenants:

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(2) Construction of the highway facility is to be undertaken by the GRANTEE in compliance with the Act entitled "An Act for the Preservation of American Antiquities" approved June 8, 1960, (34 Stat. 225, 26 U.S.C. 432-433), and State laws where applicable.

(3) The easement herein granted shall terminate ten years from the date of the execution of this deed by the United States of America in the event construction of a highway on the right-of-way is not started during such period.

(4) The easement herein granted is limited to use of the described right-of-way and the space above and below the established grade line of the highway pavement for the purpose of construction, operation, and maintenance of a highway in accordance with the approved plans described in the following condition numbered (5) and does not include the grant of any rights for non-

highway purposes or facilities: and Provided, that the right of the Bureau of Indian Affairs to use or authorize the use of any portion of the right-of-way for non-highway purposes shall not be exercised when such use would be inconsistent with the provisions of Title 23 of the United States Code and of the Federal Highway Administration Regulations issued pursuant thereto or would interfere with the free flow of traffic or impair the full use and safety of the highway, and in any case the Federal Highway Administration shall be consulted prior to the exercise of such rights.

(5) The design and construction of highway projects situated on this right-of-way will be in accord with the provisions of Title 23, U.S.C. Code-Highways, and amendments; the Regulations for the Administration of Federal-aid for Highways, effective May 11, 1960, and amendments and established procedures for Federal-aid projects, including the requirements of Policy and Procedure Memorandum 90-1 (Title 23, Code of Federal Regulations, Part 771) and the construction specifications of the State Highway Department as approved by the Federal Highway Administration for use on Federal-aid projects.

(6) The GRANTEE shall maintain the right-of-way and highway facilities to acceptable standards of repair, orderliness, neatness, sanitation, and safety.

(7) The GRANTEE, in consideration of the grant of this easement, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns that:

(a) No person shall, on the grounds of race, color, sex, age, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over or under such land hereby conveyed,

(b) That GRANTEE shall use said land so conveyed in compliance with highway purposes or facilities: and Provided, that the right of the Bureau of Indian Affairs to use or authorize the use of any portion of the right-of-way for non-highway purposes shall not be exercised when such use would be inconsistent with the provisions of Title 23 of the United States Code and of the Federal Highway Administration Regulations issued pursuant thereto or would interfere with the free flow of traffic or impair the full use and safety of the highway, and in any case the Federal Highway Administration shall be consulted prior to the exercise of such rights.

(5) The design and construction of highway projects situated on this right-of-way will be in accord with the provisions of Title 23, U.S.C. Code-Highways, and amendments; the Regulations for the Administration of Federal-aid for Highways, effective May 11, 1960, and amendments and established procedures for Federal-aid projects, including the requirements of Policy and Procedure Memorandum 90-1 (Title 23, Code of Federal Regulations, Part 771) and the construction specifications of the State Highway Department as approved by the Federal Highway Administration for use on Federal-aid projects.

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(a) No person shall, on the grounds of race, color, sex, age, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over or under such land hereby conveyed,

(b) That GRANTEE shall use said land so conveyed in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the

Secretary, Part 21, Nondiscrimination in federally-assisted programs of the Department of Transportation, in effectuation of Title VI of the Civil Right Act of 1964, and as said Regulations may be amended.

(8) When need for the easement herein granted shall no longer exist and the area has been reasonably rehabilitated to protect the public and environment, the GRANTEE shall give notice of that fact to the Secretary of Transportation and the rights herein granted shall terminate and the land shall immediately revert to the full control of the Secretary of the Department of the Interior or its assigns.

IN WITNESS WHEREAS, I, Robert B. Rutledge, Regional Counsel, pursuant to delegations of authority from the Secretary of Transportation, the Federal Highway Administrator, and the Chief Counsel, Federal Highway Administration, by virtue of authority in me vested by law, have hereunto subscribed my name as of the day and year first above written.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

In Presence of:

____

____

By Robert B. Rutledge
Robert B. Rutledge,
Regional Counsel

STATE OF OREGON)
)
COUNTY OF MULTNOMAH)

I, Donna Z. Juhnke, a Notary Public in and for the State of Oregon, do herey certify that on this the 4th day of April, 1986, before me personally appeared Robert B. Rutledge, Regional Counsel, Federal Highway Administration, and acknowledged that the foregoing instrument bearing date of April 4, 1986, was executed by him in his official capacity and by authority in him vested by law, for the purposes and intents in said instrument described and set forth, and acknowledged the same to be his free act and deed as Regional Counsel, Federal Highway Administration.

Witness my hand and seal this 4th day of April, 1986.

Secretary, Part 21, Nondiscrimination in federally-assisted programs of the Department of Transportation, in effectuation of Title VI of the Civil Right Act of 1964, and as said Regulations may be amended.

(8) When need for the easement herein granted shall no longer exist and the area has been reasonably rehabilitated to protect the public and environment, the GRANTEE shall give notice of that fact to the Secretary of Transportation and the rights herein granted shall terminate and the land shall immediately revert to the full control of the Secretary of the Department of the Interior or its assigns.

IN WITNESS WHEREAS, I, Robert B. Rutledge, Regional Counsel, pursuant to delegations of authority from the Secretary of Transportation, the Federal Highway Administrator, and the Chief Counsel, Federal Highway Administration, by virtue of authority in me vested by law, have hereunto subscribed my name as of the day and year first above written.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

In Presence of:

By Robert B. Rutledge
Robert B. Rutledge,
Regional Counsel

____

____

STATE OF OREGON)
)
COUNTY OF MULTNOMAH)

I, Donna Z. Juhnke, a Notary Public in and for the State of Oregon, do herey certify that on this the 4th day of April, 1986, before me personally appeared Robert B. Rutledge, Regional Counsel, Federal Highway Administration, and acknowledged that the foregoing instrument bearing date of April 4, 1986, was executed by him in his official capacity and by authority in him vested by law, for the purposes and intents in said instrument described and set forth, and acknowledged the same to be his free act and deed as Regional Counsel, Federal Highway Administration.

Witness my hand and seal this 4th day of April, 1986.

Donna Z. Juhnke
Notary Public for Oregon
My Commission expires 10-14-86

Donna Z. Juhnke
DONNA Z. JUHNKE
NOTARY PUBLIC-OREGON
My Commission Expires 10-14-86

Highway Division
File 53357
IX-1830(6) 9B-22-4

In compliance with the conditions set forth in the foregoing deed, the State of Oregon certifies, and by the acceptance of this deed, accepts the right-of-way over certain land herein described and agrees for itself, its successors and assigns forever to abide by the conditions set forth in said deed.

APPROVED AS TO
LEGAL SUFFICIENCY

____
Asst. Attorney General

Date________________________

STATE OF OREGON, by and through its
DEPARTMENT OF TRANSPORTATION,
Highway Division

By______________________________
J. B. Boyd, Right of Way Manager

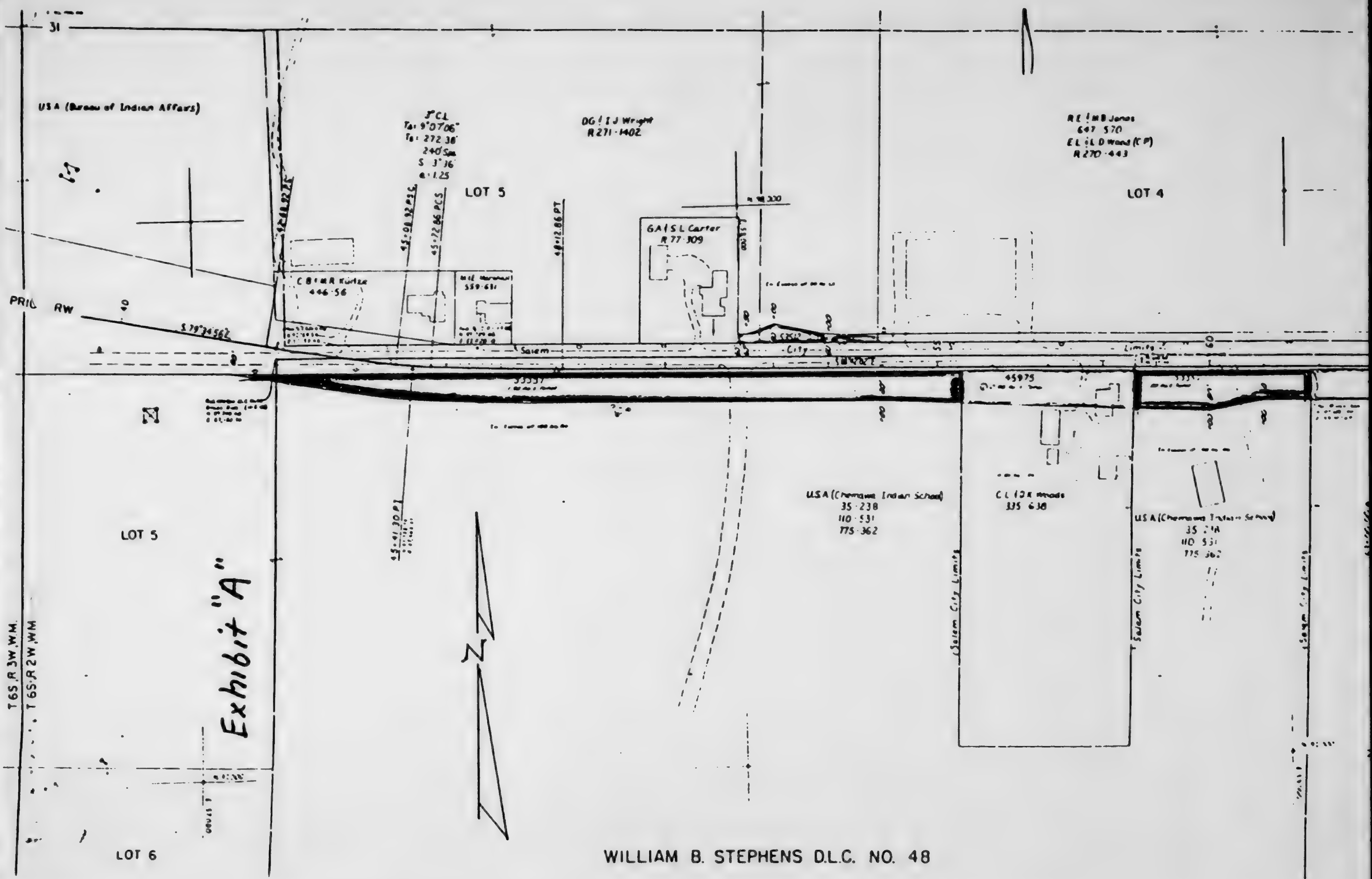
STATE OF OREGON, County of Marion

____________________, 1986. Personally appeared J. B. Boyd, who being sworn, stated that he is the Right of Way Manager for the State of Oregon, Department of Transportation, Highway Division, and that this document was voluntarily signed on behalf of the State of Oregon by authority delegated to him. Before me:

____
Notary Public for Oregon

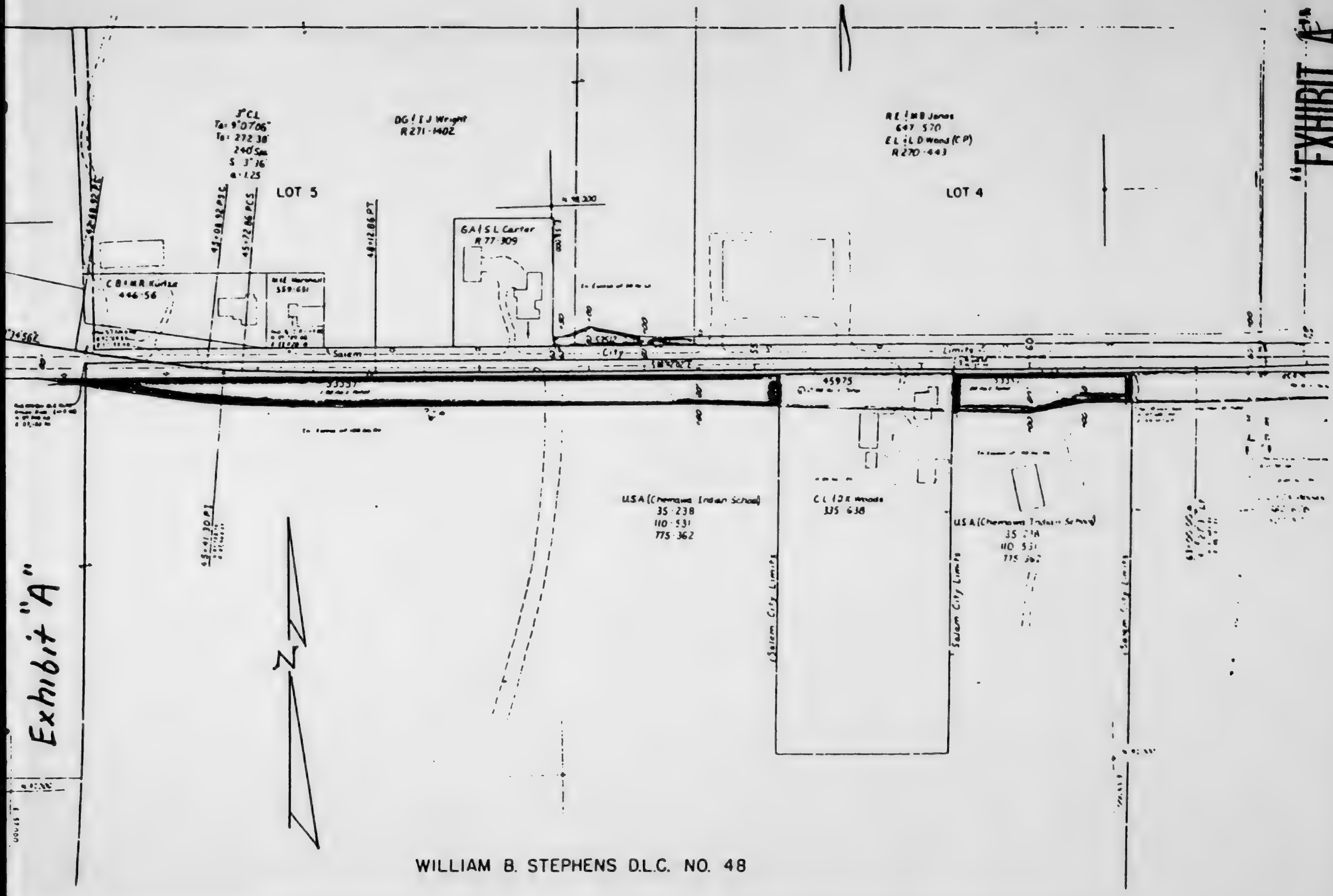
My Commission expires___________

Exhibit "A"


31
USA (Bureau of Indian Affairs)
PRIL RW
S 79°34'56" E
C B & M R Kurtze
446·56
°CL
Ta: 9°07'06"
Tb: 272.38'
240 Sm
S 3°16'
a: 1.25
LOT 5
45+01.32 P.I.C.
45+72.86 P.C.S.
48+12.86 PT
DG & I J Wright
R 271·1402
GA & S L Carter
R 77·309
Salem
City
Limits
55
60
RE & M B Jones
647 570
EL & L D Wood (K P)
R 270·443
LOT 4
33337
45975
USA (Chemawa Indian School)
35·238
110·531
775·362
C L & J K Woods
335 638
Salem City Limits
45+41.30 PT
LOT 5
LOT 6
T 6S R 3W WM
T 6S R 2W WM

WILLIAM B. STEPHENS D.L.C. NO. 48

"EXHIBIT A"


3°CL
Ta= 9°07'06"
Tb= 272.38'
240'Sm
S 3°16'
e=1.25
DG & I J Wright
R 271-1402
RE & MB Jones
647-570
EL & LD Wood (CP)
R 270-443
LOT 5
LOT 4
45+01.92 PSC
45+72.86 PCS
48+12.86 PT
GA & SL Carter
R 77-309
CB & MR Kurtze
446-56
559-631
Salem
City
Limits
45975
USA (Chemawa Indian School)
35-238
110-531
775-362
CL & JR Woods
335-638
USA (Chemawa Indian School)
35-238
110-531
775-362
Salem City Limits
Salem City Limits
Salem City Limits
N

WILLIAM B. STEPHENS D.L.C. NO. 48

Exhibit "A"

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1830(7)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20067

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 12, 1985

8. FEDERAL ROUTE NUMBER FAU 1830

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
SPRR O'Xing - Pacific Hwy. East (Chemawa Rd.) Section

11. GENERAL DESCRIPTION OF WORK
Furnish and Install two signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/12/85 as requested in Mr. Fredrickson's letter of 3/3/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $230;
Federal Funds $195.

RECEIVED
STATE HWY ENGR
MAR 17 '86
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
3/17

14. DATE 3/13/86

15. SIGNATURE OF APPROVING OFFICIAL G. K H

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

N.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1830(7)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20067

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE October 8, 1984
8. FEDERAL ROUTE NUMBER FAU 1830
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
SPRR O'Xing - Pacific Highway East (Chemawa Rd.) Section

11. GENERAL DESCRIPTION OF WORK
Monitoring

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10-8-84 as requested in Mr. Fredrickson's letter of 12-12-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $25,000; Federal Funds $21,250.

14. DATE 12/18/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9900

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-30 PROJECT REPORT NUMBER MODIFICATION NUMBER	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** [illegible]	Form Approved; O M B No. 04-R2089 State Oregon County Marion Project Number IX-1830(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on Oct. 30, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 767,974 9,000 (580)	$ 842,735 72,546
Federal funds	$ 25,273 (178) 618,503 (177)	$ 25,273 618,503
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of AUG, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XBXX For: E.S. Hunter

Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 14, 1985

FEDERAL AID PROJECT NO. IX-1830(7)

S.P.R.R. O'Xing - PACIFIC HWY. EAST SEC.
CHEMAWA ROAD
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 42+00 TO STA. 71+25)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
12-inch Storm Sewer Pipe	$ 15.00	560	$ 8,400.00	1,728	$25,920.00
Stone Embankment Above Plan Elev. (PA #3A)	2.47			13,582.65	33,549.15
Type 2A Guardrail (PA #6A)	24.00			200	4,800.00
Stone Embankment(PA#9B)	3.20			2,778.46	8,891.07
Perform Pavement Patching (FA #1)					10,000.00
			$ 8,400.00		$ 83,160.22

Increase	$ 74,760.22
Subtotal from Estimate of Oct. 25, 1984	564,805.00
Subtotal	$ 639,565.22
Engineering	76,248.78
Total	$ 715,814.00

TYPE CODE Y031
TRAFFIC SIGNAL REVISION (1 LOCATION)

Total as on Estimate of October 24, 1984	$ 44,293.00
Length of Project	0.554 mi.
Cost of Roadway Per Mile	$1,292,083.03

RETAIN IN RESERVE

Total as on Estimate of October 24, 1984	$ 82,628.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	County Funds	City Funds
Roadway	580	$ 74,761.00	$ 63,546.00	$ 842.00	$ 10,373.00
Roadway	177	632,549.00	537,666.00	7,116.00	87,767.00
Roadway	178	8,504.00	7,228.00	96.00	1,180.00
Signal	177	44,293.00	37,649.00	498.00	6,146.00
SUBTOTAL		$ 760,107.00	$ 646,089.00	$ 8,552.00	$ 105,466.00
Reserve	178	$ 21,230.00	$ 18,045.00	$ 239.00	$ 2,946.00
Reserve	177	50,810.00	43,188.00	571.00	7,051.00
Reserve	580	10,588.00	9,000.00	120.00	1,468.00
SUBTOTAL		$ 82,628.00	$ 70,233.00	$ 930.00	$ 11,465.00
TOTAL		$ 842,735.00	$ 716,322.00	$ 9,481.00	$ 116,932.00

Group 1 100%
Contract No. 9900
Prefix: 324-1902 P.E.
Prefix: C9900

NONPARTICIPATING ITEMS

Single Mailbox Supports	Each	2	125.00	$ 250.00
			Total	$ 250.00

CPL:bkb

STATE COPY

TO BE COMPLETED BY FHWA 11-76, 77, 78	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY MARION PROJECT NO. IX-1830(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SPRR O'Xing-Pacific Highway East (Chemawa Rd.)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-5-84	0.554
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 767,974.00	$627,503 (177) $ 25,273 (178)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By__________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By__________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 30 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 24, 1984

FEDERAL AID PROJECT NO. IX-1830(7)

S.P.R.R. O'XING-PACIFIC HIGHWAY EAST SECTION
CHEMAWA ROAD
MARION COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE IOOO
ROADWAY (Sta. 42+00 to Sta. 71+25)

Mobilization	Lump Sum	All	Lump Sum	$ 50,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	3,000.00
Temporary Signs	Sq. Ft.	240	10.00	2,400.00
Temporary Barricades	Each	13	100.00	1,300.00
Temporary Reflective Pavement Markers	Each	145	3.00	435.00
Flaggers	Hour	1,000	7.50	7,500.00
Temporary Drainage Curbs	Lin. Ft.	1,000	2.00	2,000.00
Temporary Slope Drains	Lin. Ft.	250	8.00	2,000.00
Temporary Scour Holes	Each	4	120.00	480.00
Straw Bale Sediment Barrier, Type A	Lin. Ft.	5,000	3.00	15,000.00
Straw Bale Sediment Barrier, Type B	Lin. Ft.	100	4.00	400.0
Clearing and Grubbing	Lump Sum	All	Lump Sum	6,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	2,000.00
General Excavation	Cu. Yd.	14,345	4.00	57,380.00
Stone Embankment	Ton	23,500	3.00	70,500.00
Trench Excavation	Cu. Yd.	575	6.00	3,450.00
Granular Backfill	Cu. Yd.	405	8.00	3,240.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	9,000.00
Watering	M-Gal.	250	16.00	4,000.00
Aggregate Base	Ton	12,700	6.20	78,740.00
3/4"-0 Aggregate Base	Ton	1,500	6.20	9,300.00
Class "C" Asphalt Concrete Mixture	Ton	4,600	16.00	73,600.00
Asphalt Cement in Mixture	Ton	250	180.00	45,000.00
Hydrated Lime in Mixture	Ton	50	300.00	15,000.00
12-inch Culvert Pipe	Lin. Ft.	180	11.00	1,980.00
54-inch Culvert Pipe	Lin. Ft.	78	40.00	3,120.00
12-inch Storm Sewer Pipe	Lin. Ft.	560	15.00	8,400.00
24-inch Storm Sewer Pipe	Lin. Ft.	142	28.00	3,976.00
30-inch Storm Sewer Pipe	Lin. Ft.	276	20.00	5,520.00
Extra for Pipe Under Pavement	Lin. Ft.	580	10.00	5,800.00

Concrete Manholes	Each	2	1,600.00	3,200.00
Concrete Inlets, Type CG-1	Each	4	600.00	2,400.00
CL-6 Chain Link Fence	Lin. Ft.	2,430	5.00	12,150.00
Sidewalk Ramps	Each	1	160.00	160.00
Concrete Curbs	Lin. Ft.	680	4.00	2,720.00
Extra for Asphalt Approaches	Each	13	200.00	2,600.00
Geotextile Fabric in Stablization	Sq. Yd.	13,400	2.26	30,284.00
Delineators, Type 2	Each	16	20.00	320.00
Adjusting Manholes	Each	1	500.00	500.00
Reconstructing Manholes	Each	1	700.00	700.00
Roadside Seeding & Mulching	Acre	5	1,500.00	7,500.00
Relocate Bus Stop Shelter	Lump Sum	All	Lump Sum	200.00
Well Abandonment	Each	1	1,500,00	1,500.00
				$554,755.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 4,900.00
Temporary Pavement Striping	All Required	1,200.00
Temporary Erosion Control	All Required	3,000.00
Bikeway Striping & Legend	All Required	950.00
		$ 10,050.00
	SUBTOTAL	$564,805.00
	Engineering	76,248.00
	TOTAL	$641,053.00

TYPE CODE Y031
TRAFFIC SIGNAL REVISION (1 LOCATION

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 36,400.00
				$ 36,400.00

ANTICIPATED ITEMS

State Furnished Traffic Control Program	All Required	$ 700.00
Signal Controller Testing	All Required	1,925.00
		$ 2,625.00
	SUBTOTAL	$ 39,025.00
	Engineering	5,268.00
	TOTAL	$ 44,293.00

Length of Project ------------------ 0.554 miles
Cost of Roadway Per Mile ----------- $1,157,135.38

RETAIN IN RESERVE

Slide Correction (Foundation Failures)	All Required	$ 35,000.00
Permanent Signing	All Required	1,600.00
Bikeway Signs	All Required	1,000.00
Repair Roadway Surfacing Due to Settlement	All Required	10,000.00
Soil Tile	All Required	10,000.00
Monitoring Embankment	All Required	10,000.00
Reset Monuments (2)	All Required	700.00
BPA Tower Protection (Gr. Rail, App., Etc.)	All Required	4,500.00
	SUBTOTAL	$ 72,800.00
	Engineering	9,828.00
	TOTAL	$ 82,628.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS	CITY FUNDS
Roadway	177	$632,549.00	$537,666.00	$7,116.00	$ 87,767.00
Roadway	178	8,504.00	7,228.00	96.00	1,180.00
Signal	177	44,293.00	37,649.00	498.00	6,146.00
SUBTOTAL		$685,346.00	$582,543.00	$7,710.00	$ 95,093.00
Reserve	178	$ 21,230.00	$ 18,045.00	$ 239.00	$ 2,946.00
Reserve	177	~~61,398.00~~	~~52,188.00~~	691.00	8,519.00
SUBTOTAL		$ 82,628.00	$ 70,233.00	$ 930.00	$ 11,465.00
TOTAL		$767,974.00	$652,776.00	$8,640.00	$106,558.00
	177	50,810	43,188.00		
	580	10,588	9,000.00		

Group 1: 100%
Contract No. 9900
Prefix: 324-1902 P.E.
Prefix: 324-1002

NONPARTICIPATING WORK

Single Mailbox Supports	Each	2	125.00	$ 250.00

DDB:pf WH:pf

STATE OF OREGON
GEOTECHNICAL GROUP

INTEROFFICE MEMO

RECEIVED
MAY 20 1985
ROAD DESIGN SECTION

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L Dou

DATE: May 17, 1985

TO: Bob Pool
Location Engineer

FROM: Edgar L. Johnsen
Geotechnical Engineer

Edgar L Johnsen

SUBJECT: Chemawa Road: Surcharge Construction
Marion County
324-1002-944

Settlement data for this project has been reviewed by us. Embankments overlie peat (as much as 20 feet thick) and thus large settlements have resulted. In general, primary consolidation settlement has taken about 2 weeks, followed by significant secondary settlement. For instance, for a 5½-foot high fill (settlement plate 1, Sta. 67+50), 1.8 feet of settlement occurred in 2 weeks, followed by an additional 0.5 feet in 3 months. We would anticipate a settlement of about 7 to 8 feet for a 20-foot high embankment after being in place for 6 months. We anticipate that secondary settlements occurring from 6 months to 20 years would be in the order of 1 foot for non-preloaded embankments.

In light of the recent settlement data, we have reviewed the surcharge program detailed in the Contract plans and specifications. A 4-foot surcharge is currently in place from Sta. 66+50 to Sta. 69+50. Post construction settlements in the order of 1 foot are anticipated from Sta. 67+75 to Sta. 68+75 with the present 4-foot surcharge. This post construction settlement can be significantly reduced by placement of an additional 2-foot surcharge.

Embankment fill with a height of about 3 feet is to be placed from Sta. 60+25 to Sta. 66+50 over virgin peat. We estimate that a 3-foot fill will settle about 2 feet over a 20-year period. Any efforts for additional fill to regrade the embankment will cause additional settlements and a continual maintainance problem will result. In order to reduce the anticipated settlements, we recommend the placement of a 4-foot surcharge/replacement fill from Sta. 60+25 to Sta. 66+50 for a period of about 4 to 6 months. We anticipate excess surcharge removal of about 1 to 2 feet after the 6 month preloading period. The placement of the 4-foot surcharge would reduce the settlements to a negligible amount over a 20-year period, and would also reduce maintainance costs.

If you have any questions, please feel free to contact us.

Prepared by:

George Machan
Geotechnical Supervisor

Farzad Moradian
Soils Specialist

FM:mm

cc: Bill Fretwell, R-2 Soils & Geology
William Anhorn, R-2 Engineer
Ken Husby, R-2 Construction Engineer
Ken Stoneman, R-2 Project Manager
Rick Kuehn, Final Design Engineer
C. Fredrickson, Construction

STATE OF OREGON

INTEROFFICE MEMO

TO: Frank Terpin
Location Engineer

DATE: November 15, 1984

FROM: George Machan
Geotechnical Specialist

SUBJECT: Chemawa Road: Stage fill construction
Prefix: 324-1002-944

The stage fill construction method defined in the contract requires the placement of 6 feet of fill, followed by 1-foot stages up to the desired fill height. Each one-foot stage is placed when the excess pore pressures in the peat have dissipated to 30 percent (0.6 H where H is equal to height of fill placed). The excess pore pressure is the difference between the water level in the standpipe and the groundwater level.

We have reevaluated and revised our analyses in light of favorable data. The results of our new analyses indicate that the fill construction need not take as long as originally thought. The earthwork needs to be completed soon so that the surcharge sits for six months prior to roadway construction next summer.

We recommend that the first 10 feet of fill be placed without staging. When pore pressures have dissipated to 0.6 H (in about 4 weeks) then add 5 feet of fill. When pore pressures again dissipate to 0.6 H, place the remaining fill and surcharge. The calculated factor of safety for the above method is 1.30 or more at all times.

The contractor should be encouraged to place the fill as soon as allowed in order to allow sufficient time for preloading.

Prepared by:

Farzad Moradian

Farzad Moradian
Soils Specialist

FM:mm

cc: Bill Fretwell, R-2 Soils & Geology
Ken Karnosh, R-2 Project Manager
Ted Litchfield, R-2 Region Construction Engineer
Don Adams (Rick Kuehn), Final Design Engineer

1 [illegible] ✓
Anderson
3 Adams NEM
[illegible]
Edwards
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F.E. Eriksen Dayton
Baker Anderson
King Bedford Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

info

81-125-1387

November 14, 1984

Mocen Corporation
P. O. Box 3258
Salem, OR 97302

CON 5

#9900

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 9900 for work on the S.P.R.R. O'Xing-Pacific Highway East Section of Chemawa Road N. E. in north Salem in Marion County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: United Pacific Insurance Co.
P. O. Box 3669
Portland, OR 97228

United Pacific Insurance Co.
Bond Department
33405 - Eighth Avenue So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
D. O. Christensen
Ken Karnosh
L. E. George

Phoned In Bid

JOB S.P.RR O'XING - PACIFIC HWY.

9/26/84 DATE TIME

FIRM NAME YOUNG MOUNTAIN CONTRACTORS

BY WADE. PHONE NUMBER

TAX INCLUDED YES ☐ NO ☐ AS PER PLANS AND SPECS YES ☒ NO ☐

INSTALLED YES ☒ NO ☐ FREIGHT ALLOWED YES ☒ NO ☐

INCLUDING ADDENDA YES - 1 & 2.

BID ON PIPE & GEOTEXTILE FABRIC. $ 61,170

PRICE TAX NET PRICE ~~54,480~~^{60}

INCLUDES ■ EXCLUDES

BID ITEM # 25 - 12" CULVERT PIPE	180' @ 11^{00} =	1980-
" " 26 - 54" " "	78' @ 40^{00} =	3120-
" " 27. ~~560~~ 12" STORM PIPE	560' @ 15^{00} =	8400-
" " 28 - 24" STORM PIPE.	142' @ 28^{00} =	3976-
BID ITEM NO 37. GEOTEXTILE FABRIC.		
	13,400 SY @ 2^{26} =	30,284-
" " # 29 - 30" STORM PIPE	276' @ 20^{00} =	5,520-
" " 39 - ADJUST M.H's.	1 EA 500- =	500
" " 40 RECONSTRUCT MH's.	1 EA 700-	700
		~~54,480~~

BID TAKEN BY

NOTES

" - 16 TRENCH EXC.	575 CY 6-	3450-
17 GRANULAR BKFL.	405 CY @ 8^{00}	3240.
		61,170

FORM #127 LOCKE PRINTING P.O. BOX 3763 CENTERLINE, MICHIGAN 48015

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

September 20, 1984

TO: John Wichman, Division Right of Way Officer
Federal Highway Administration

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: File 53357
U. S. A. (Chemawa Indian School)
SPRR O'Xing - Pacific Highway
East Section
Chemawa Road N.E.
Marion County
FAP No. IX-1830(6)

Attached is a copy of a Memorandum of Agreement between the Highway Division and the Bureau of Indian Affairs. After completion of construction of this project we will request an easement deed covering the property needed for highway right-of-way.

RH:jr
attach.

cc: Fred Miller
H. S. Coulter ✓
E. S. Hunter

RECEIVED
STATE HWY ENGR
SEP 20 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

SC

U. S. DEPARTMENT OF TRANSPORT ,ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1830(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

9-11-84

4. PROGRAM NO.

5. ITEM NO. 20067

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon

RECEIVED
STATE HWY ENGR
SEP 13 '84
REFER TO Potter
FOR
File

Orig to 9/13

7. DATE AUTHORIZATION EFFECTIVE 9-5-84

8. FEDERAL ROUTE NUMBER FAU 1830

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
SPRR O'xing - Pacific Highway East (Chemawa Rd) Section

11. GENERAL DESCRIPTION OF WORK
Grade, Pave and Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 8-28-84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 9-4-84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $793,120 Federal Funds $674,150.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 9/11/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administration

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Salem Parkway.

MARION COUNTY OREGON

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 586-5036
INSPECTION & SURVEYING
588 5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

August 15, 1934

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon Dept. of Transportation
Region II - 2960 E. State Street
Salem, OR 97310

RE: Chemawa Road SPRR O'Crossing
to Pacific Highway - East Section

Dear Phil:

Marion County Department of Public Works has reviewed the preliminary plans, stamped 6-21-84, for the subject project. Please find one approved copy of the grading and paving plan enclosed for your records. It is extremely important that this project not slip from the September 27, 1984, bid letting date. It would be embarrassing if the Salem area were unable to obligate the $618,503 of FAIX funds.

Please let us know if any scheduling problems develop.

Sincerely,

Byron Meadows

Byron D. Meadows
Sr. Civil Engineer

BDM:cg

cc: Ron Merry

Enclosure

1 Versteeg ✓
Anderson
2 Adams
3 Macnab
Edwards
Turpin
Trout
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RECEIVED
AUG 23 1984
ROAD DESIGN SECTION

Do Not File ☐
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PROGRAM SECTION
MANAGER RESOURCE UNIT
FA UNIT PROGRAM UNIT
AUG 21 1984
REFER TO
R/D ACT REPLY
DISC INFO FILE 7E.

Plans were approved as
submitted - dated 6-21-84
F. Erickson

REGION 2 OFFICE
RECEIVED
RLO..... AUG 10 1984 RQS.....
RE ...... RCE...... RME...... ROM .....
RTS ..... RLS...... RPC ...... RFS .....
RUS...... RG ...... RSR ....

8-15-84

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2,2A,2A-2,2A-3	Typical Sections
2B,2B-2 2B-3	Temporary Protection And Direction Of Traffic
2C	Erosion Control Details
2D	Disposal Area
2E	Pipe Data
2F	Summary & Details
3,4,5	Plan & Profile

PRELIMINARY COPY
JUN 21 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

AS REVISED

STATE OF ORE

DEPARTMENT OF TRAN

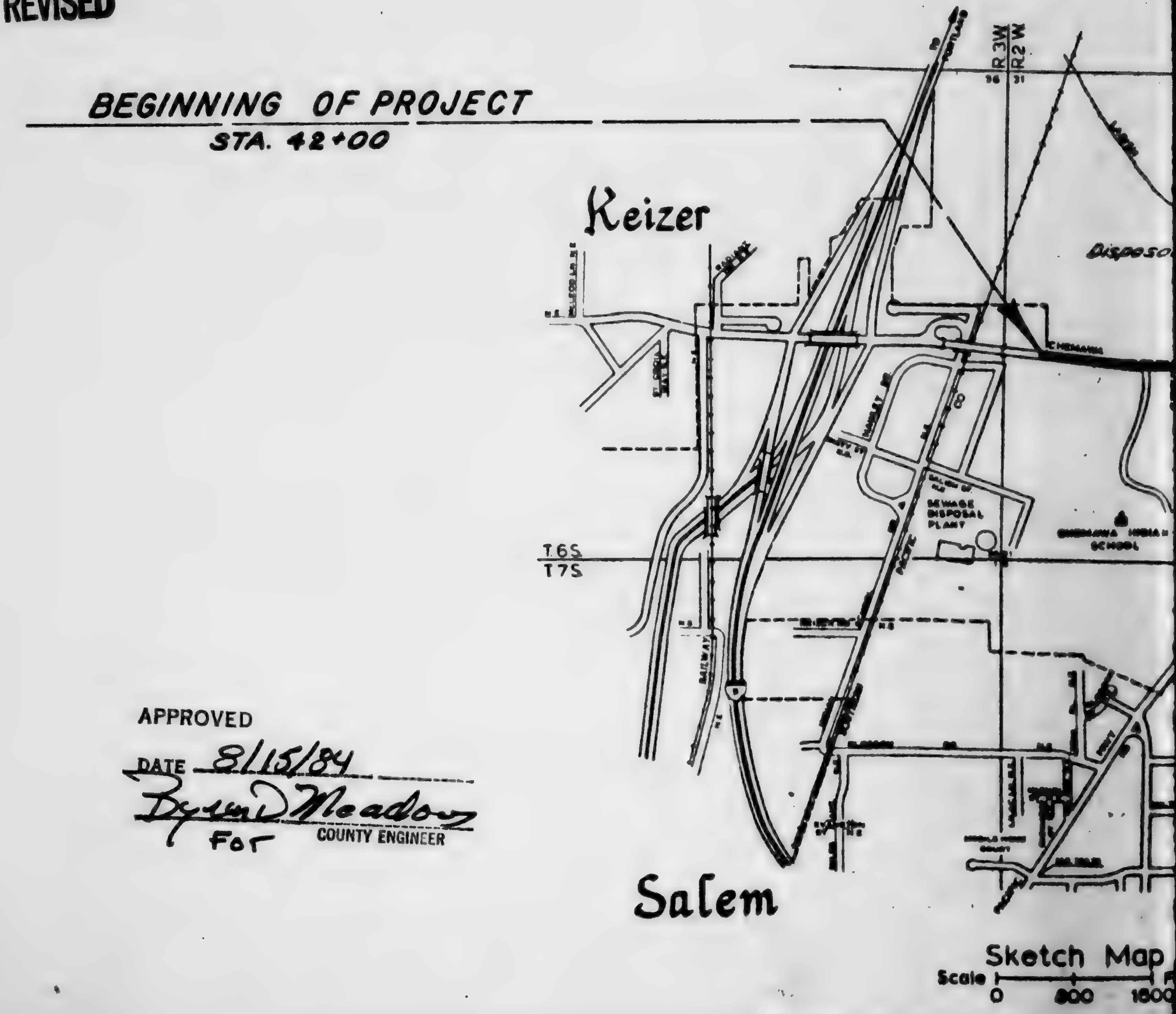
STATE HIGHWAY

PLANS FOR PROPOSED

S.P.R.R. O'XING - PACIFIC

FAU 1830 (CHEMAWA

MARION COUNT


BEGINNING OF PROJECT
STA. 42+00

Keizer
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R3W
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36
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CHEMAWA
PORTLAND
PACIFIC
SEWAGE DISPOSAL PLANT
CHEMAWA INDIAN SCHOOL
BARWAY

Sketch Map
Scale 0 800 1600

APPROVED

DATE 8/15/84

Byron D Meadows
For COUNTY ENGINEER

S-3

SPRR Oxing-Pacific Hwy. East Sec. FAU 1830 (CHEMAWA ROAD N.E.) MARION COUNTY				Sheet No. 1
Fed. Road Div. No.	State	Project Number	Fiscal Year	Total Sheets
10	OREGON			See Index

FAI-X

TE OF OREGON

T OF TRANSPORTATION

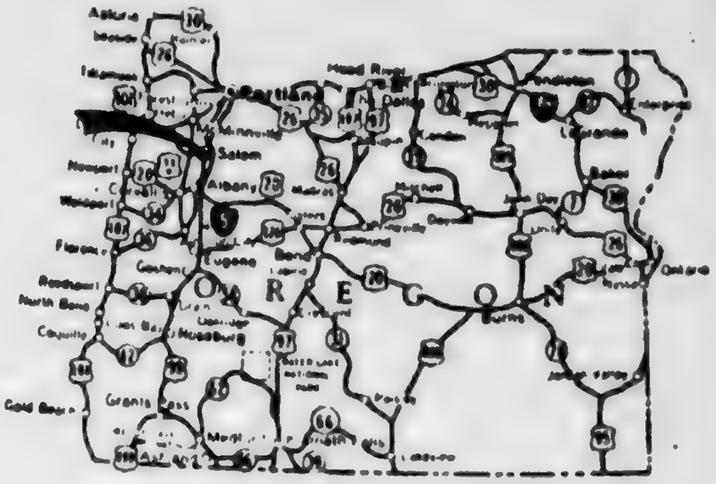
HIGHWAY DIVISION

S FOR PROPOSED PROJECT

- PACIFIC HWY. EAST SEC.

D (CHEMAWA ROAD N.E.)

MARION COUNTY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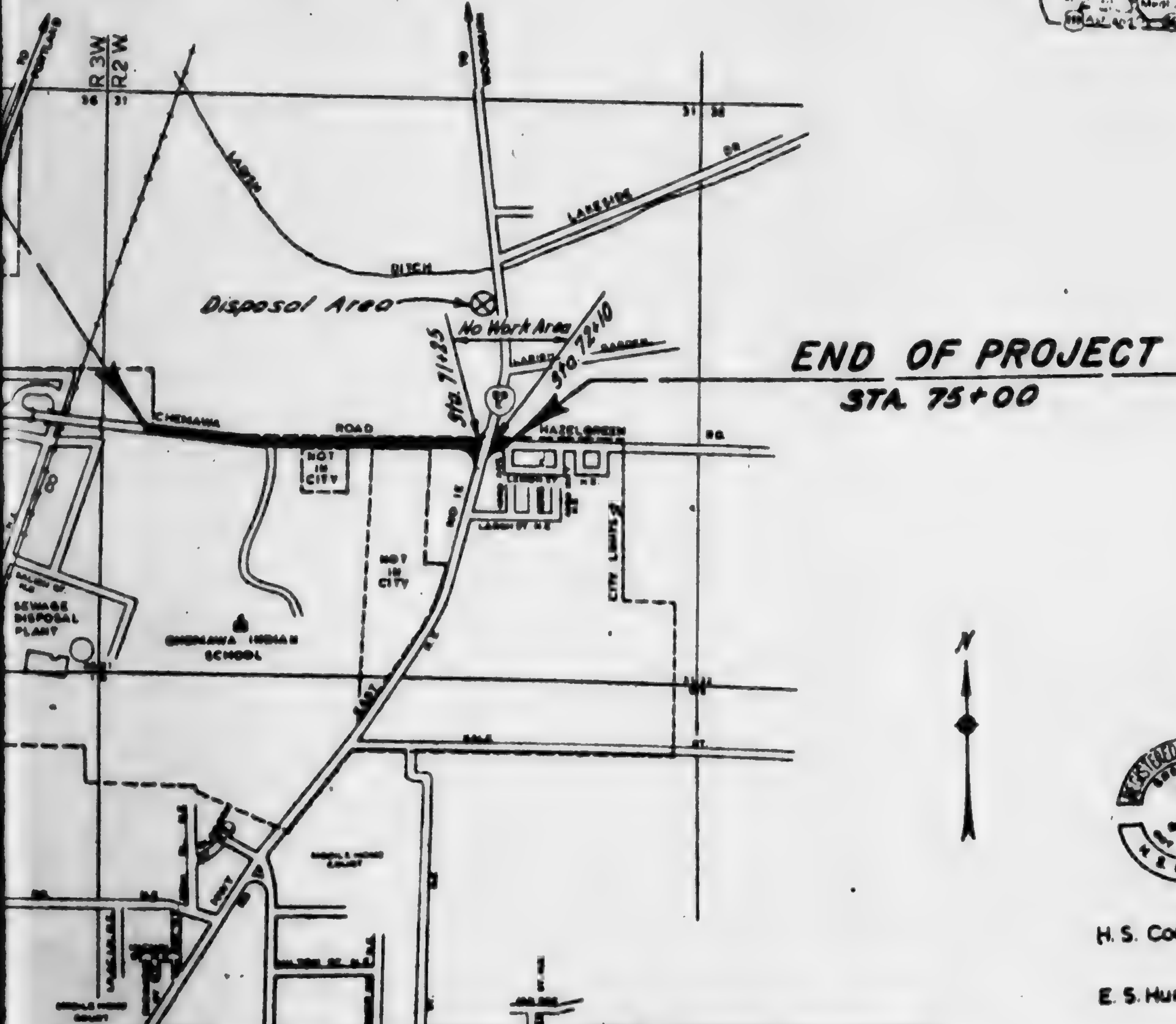
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STA. 75+00
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RD.
NOT IN CITY
NOT IN CITY
CITY LIMITS
SEWAGE DISPOSAL PLANT
CHEMAWA INDIAN SCHOOL
N

Sketch Map

Scale 0 800 1600 Feet

H. S. COULTER

EDGAR S. HUNTER

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

ROW 12

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

August 10, 1984

TO: Dale Wilken, Division Administrator
Federal Highway Administration

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: File 53357
U.S.A. (Chemawa Indian School)
S.P.R.R. O'Xing - Pacific Hwy.
East Section
Chemawa Road N.E.
Marion County
FAP No. IX-1830(6)

The State of Oregon by and through its Department of Transportation, Highway Division wishes to acquire right-of-way from the Bureau of Indian Affairs for project IX-1830(6).

We are sending you two copies of right-of-way map 9B-22-4 and a legal description on which is shown the 1.93 acres requested by the Highway Division. The property to be transferred is part of the Chemawa Indian School.

The State will require a deed conveying sufficient interest in the land to allow the construction, operation and maintenance of a public road.

This project is part of the Salem Parkway and Corollary projects and was included in the Environmental Impact Statement approved by the Federal Highway Administration on July 21, 1981.

The State of Oregon will construct the proposed project within a period of not more than 10 years following the transfer of the lands to the State.

RH:jr
attach.

cc: Fred Miller
H. S. Coulter ✓
E. S. Hunter
V. E. Skoog
Gary Potter

RECEIVED
STATE HWY ENGR
AUG 13 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

July 13, 1984
IN REPLY REFER TO
HFO.2-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

NOTED
E. S HUNTER

Oregon Project IX-1830(5)
SPRR O'Xing - Pacific Highway East
Chemawa Road, Marion County
Mandatory Disposal Area

In a June 25, 1984 letter, Mr. D. R. Adams proposes to establish a mandatory disposal site for excess material from the subject project. The site, located 1,000 feet northerly of the east end of the project adjacent to existing 99 East, will adequately accomodate the material and will provide a benefit by reducing the need for material on a future improvement project.

We concur that this site is an appropriate disposal site and that it should be included in the subject project as a mandatory disposal site.

Sincerely yours,

G. K. Hoover
fe
Dale E. Wilken
Division Administrator

cc:
OSHD (D R Adams)
OSHD (G Potter)

cys
Schwartz
Bothman

RECEIVED
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REFER TO
Hunter
FOR

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ROAD DESIGN SECTION

June 25, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration

Attention: Glenn Hossner

Subject: S.P.R.R. O'Xing - Pacific Highway East
FAU 1830 Chemawa Road N.E.
Marion County

We have proposed to require the placement of about 2,000 yards of excess material from roadway cuts on the project in a future embankment for highway 99 East. The site is located 1,000 feet northerly of the East end of the project adjacent to existing 99 East and will be designated a mandatory disposal area.

We believe the project will benefit from the convenience and availability of this site and a future project will benefit from a reduced need for material.

This has been discussed with Mr. William Kappus and Mr. Glenn Hossner of your office.

We solicit your approval of this proposal.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

DRA:FE:bn
bcc: H.S. Coulter
E. S. Hunter
J. Gaither
BN F. Terpin
S. Macnab
D.O. Christensen
Fred Eriksen

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

June 25, 1984

In Reply Refer to
File No.:

Dale E. Wilken
Division Administrator
Federal Highway Administration

Attention: Glenn Hossner

Subject: S.P.R.R. O'Xing - Pacific Highway East
FAU 1830 Chemawa Road N.E.
Marion County

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This has been discussed with Mr. William Kappus and Mr. Glenn Hossner of your office.

We solicit your approval of this proposal.

J. H. Versteeg
Road Design Engineer

NOTED
H. S. COULTER

By

N.E. Mann For

Donald R. Adams, P.E.
Final Design Engineer

DRA:FE:bn

bcc: **H.S. Coulter**
E. S. Hunter
J. Gaither
F. Terpin
S. Macnab
D. O. Christensen
Fred Eriksen

RECEIVED
STATE HWY ENGR
JUN 26 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1830(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20067

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/26/84

8. FEDERAL ROUTE NUMBER FAU 1830

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

SPRR - Portland Road (Chemawa Road)

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change - See Below

RECEIVED
STAT. HWY ENGR
MAR 29 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

13. REMARKS

As requested in Mr. Potter's letter of 3/15/84 I approve the revised Preliminary Engineering costs to a TEC of $79,550 - Federal Funds $67,617.

orig 3/29

(Increase TEC $38,550 - Federal Funds $32,767 appropriation code 580)

14. DATE 3/26/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1E

ROUGH DRAFT

December 14, 1983

DES

Robert Hansen, Director
Marion County Public Works Dept.
Senator Building
Salem, OR 97301

#120

1 Versteeg ✓
2 Anderson
Adams
Macnab
1 Stoudenmeyer ✓
4 Turpin
Trout
3 Wakeley

RECEIVED
DEC 19 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

STATUS
S.P.R.R. O'Xing-Pacific Highway East
Chemawa Road Project

Plans and specifications for the Chemawa Road Project will be completed in late February 1984.

The right-of-way acquisition is scheduled to be completed in May of 1984.

After advertising and award of the contract, construction could begin about July 1, 1984.

There is $651,000 in transfer funds budgeted for this project in the 1984 TIP (includes Federal and local funds).

The Highway Division's recent estimate for this project was $808,000. Recent re-evaluation of our soils analysis has identified unstable conditions that would increase the cost of corrections through the area of wet peat (Lake Labish) by $300-$400,000. Our soils engineers are looking for less expensive corrective measures in the unstable foundation areas.

The Highway Division's Program Section advises that $364,000 of the Salem area 1984 FAU funds are obligated. The remaining $261,000 of Salem area FAU funds are not obligated but have been committed.

An additional $625,000 of FAU funds will be available October 1, 1984, to the Salem urban area. The 1984 TIP budgets all $625,000 of 1985 FAU funds to the Silverton Road Project but none of these 1985 FAU funds have been obligated to date.

JHV:kkr

ROAD DESIGN SECTION DES 16

C. O. Fredrickson
Region 2 Engineer

October 4, 1983

Lyle K. Watson
Final Design Supervisor

Status Report
SPRR O'Xing-Pacific Hwy. E.
Chemawa Road
Marion County

Preliminary plans covering the grading and paving portions of this project were distributed on September 26, 1983. Revised preliminary plans will be distributed when the printing is complete. Revisions were made to the typical sections and the Stage Construction and T.P. & D.T. were added.

The Traffic Engineering Section expects to have the revised signal plan at Pacific Highway East completed by November 1, 1983.

The sign study plan for the permanent signing will not be ready until mid-December 1983.

Right-of-way negotiations are expected to be completed by mid-March 1984.

LKW:kkr

cc: J. B. Boyd
L. E. George

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* Hand carried by Ronnie Bedford to Region 2 on 10-4-83 @ 11:30 am.

kr

GENERAL FILES

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: May 27, 1983

To: Executive Department
Federal-Aid Coordination Unit

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
20067	IX-1830(6)	SPRR O'Xing-Pacifc Hwy. East PNRS No. 7803-2-130

CL:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

TO: Virgil Wilson
Region 2 R/W Supervisor

DATE: May 26, 1983

FROM: Adele L. Egan, Supervisor
Right of Way Office Unit

SUBJECT: AGR 226
SPRR - Portland Rd. Sec.
Chemawa Road
City of Salem
Misc. C&A 7696

MISC. CONTRACTS and
AGREEMENTS No. 769

Attached is an original and a copy for your files of the subject agreement.

AE
mp
Attach.

cc: C. O. Fredrickson, w/c
Finance, w/c
~~Comm. Serv., w/orig.~~
Local Gov't Programs, w/c
Title, w/c
Description w/c

10-14-83
noted in [illegible]
agreement

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: May 26, 1983 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 20067
Project No. IX-1830(6)
SPRR O'Xing-Pacific Hwy. East Section
Marion County

Enclosed is data consisting of PR-1 forms, sketch maps, right-of-way map 9B-22-4 and a relocation plan dated May 18, 1983.

I request the following:

1) Approval of the enclosed relocation plan on the project.
2) Authorization to proceed with the actual acquisition of right-of-way all phases, including relocation assistance at an estimated total cost of $110,000 with an obligation of $93,500 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map.

Within a reasonable period of time, prior to displacement, a comparable replacement dwelling will be available or provided for the displaced family who are initial occupants or adequate replacement dwellings will be available or provided for displaced individuals or families who are subsequent occupants for each displaced person on this project. This assurance is based on the enclosed relocation plan. Relocation assistance will be provided from the Region 2 Right-of-Way Office at 2960 State St. in Salem.

Form 734-3122

Our state relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bks
Enc.
cc: J. Boyd
D. Aman
G. Zehner
General Files

9900

Salem
Parking

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

May 3, 1983

J. H. Versteeg
Road Design Engineer

Files 53357, 53358, 53359 & 53512
S.P.R.R. O'Xing - Pacific Highway East
Chemawa Road N.E.
Marion County

......Versteeg	RECEIVED	....
......Anderson........		....
......Adams		....
......Macnab	MAY 03 1983	Do Not File ☐
......Stoudenmeyer........		Return To ....
......Terpin........		Bring Up ..../..../....
......Trout	ROAD DESIGN SECTION	Action................
......Wakerlig		....

Attached are descriptions (4 files), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9200

Salem Parkway

Lyle Watson
Eriksen

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

REGION 2 ENGINEER
RECEIVED
☐ RLE APR 1 1983 ☐ RBE
☑ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☑ RFE

March 29, 1983

C.O. Fredrickson, Region Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Chemawa Road W.O. #790407
S.P.R.R. to Portland Road
Storm Drain

misc

Dear Mr. Fredrickson:

On March 4, 1983 there was a meeting held in the State Highway Final Design office, regarding utility relocation in the vicinity of Labish Ditch. At the meeting Fred Erickson, OSHD Final Design, and Ralph Lambert, City of Salem, agreed that it would be worth while to teleinspect the existing 21 inch and 30 inch storm drain system in Chemawa Road, to ascertain if any settlement had occurred.

Attached is a copy of the City's telespection and condition report for the Chemawa Road storm drain system. The pipe is in good condition except for a four inch grade dip near the westerly end. The westerly end of this storm drain will need to be revised and extended to accomodate the proposed Chemawa Road reconstruction. Consideration should be given to elimination of this grade dip as part of the Chemawa Road storm drain work. In addition, a manhole is needed where this storm drain line turns northerly.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Ralph Lambert
for Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:dh
attachment

cc: Ralph Lambert, Project Engineer

RECEIVED
APR 4 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
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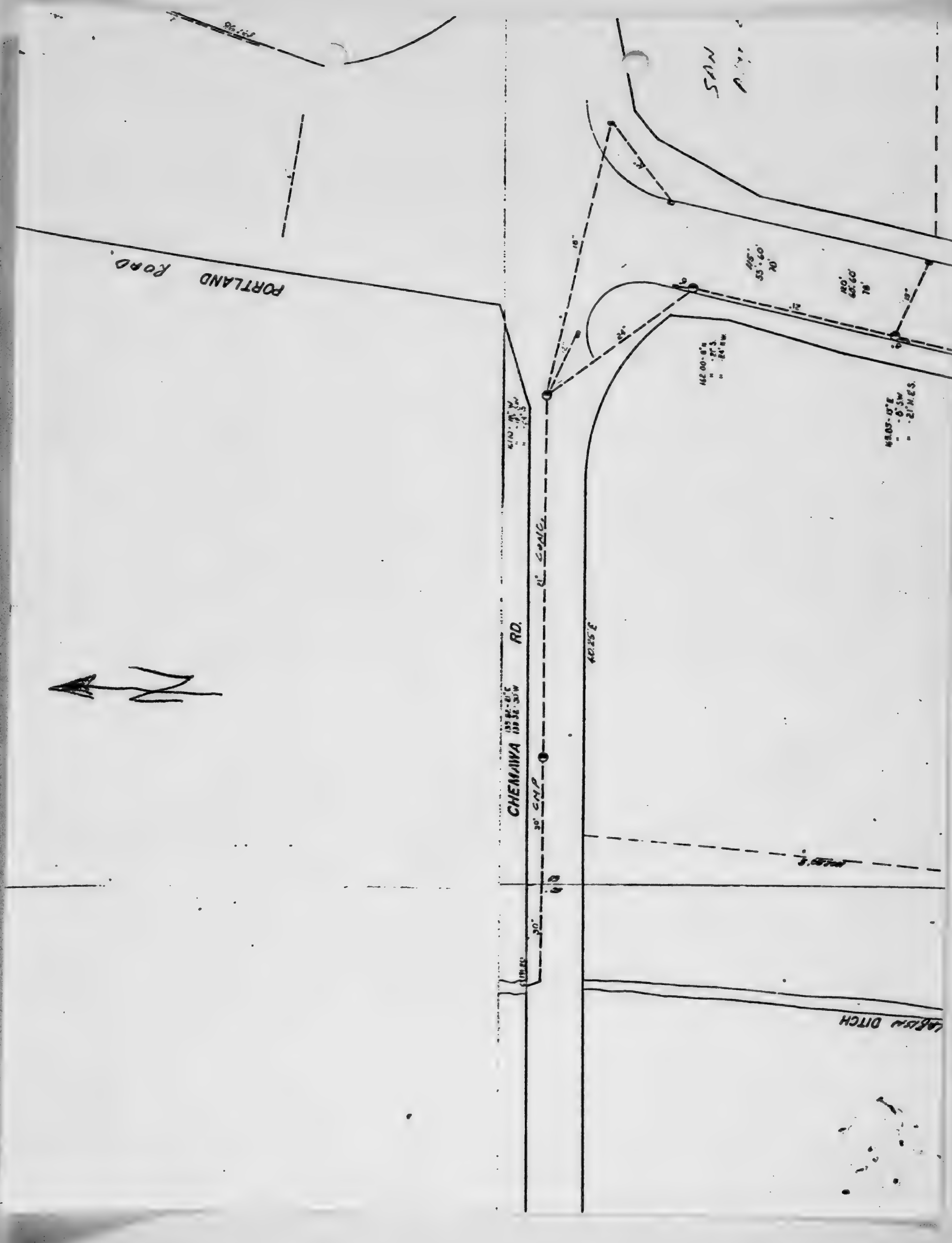
[illegible] File - F.E.

Copy retained for Job Files
Items requested will be added
F.E.
4-12-83


PORTLAND ROAD.
CHEMAWA RD.
21" CONC.
30" CMP
30"
18"
24"
12"
40.25'E
LABISH DITCH
SAN

SEWER TELESPECTION AND CONDITION REPORT

DATE: 3-14-83 MAIN # Storm Drain

SUBSYSTEM Labish, WORK ORDER # ____, OPERATOR:

NEW CONSTRUCTION ☐, ROUTINE ☐, RE-INSPECTION ☐, SPECIAL ☒, 10th MO. ☐, VT ☒, SSES ☐

LOCATED ALONG CHEMAWA Rd.

STARTING @ MH # 1 LOCATED @ 1st MH W/o Portland Rd

AND GOES: West (Compass Direction) TO MH # 2 LOCATED @ 2nd MH W/o Portland Rd

FOR A DISTANCE OF 344 L.F., PULLED With FLOW, PIPE SIZE 21' X 7'

STRUCTURAL CONDITION Good, ALIGNMENT Good, GRADE Good

TYPE OF PIPE, CONC. ☑, CLAY ☐, A.C. ☐, PVC ☐, ____ ☐, TYPE OF JOINT R/G

FLOW MEAS. LOCATION # 1, 2", LOCATION # 2, 2", TIME ____

DEPTH OF SEWER, LOCATION 1, 5', LOCATION 2, 5'6"

FOOTAGE	WYE	REMARKS	PICT. NO.	REPAIR MADE AND DATE
0		MH#1		Vt 000
343		MH#2		255

RECOMMENDED CORRECTIVE MEASURES

		Date Complete			Date Complete
Chemical Grout	☐		Repair Breaks	☐	
Cable Rodding	☐		Main to be Replaced	☐	
Hydraulic Cleaning	☐		Main to be Relined	☐	
Remove Roots	☐		Main to be Abandoned	☐	
Repaired Defective Tap	☐				

NEW CONSTRUCTION ☐, ROUTINE ☐, RE-INSPECTION ☐, SPECIAL ☒, 10th MO. ☐, VT ☒, SSES ☐

LOCATED ALONG CHEMAWA Rd.

STARTING @ MH # 1 LOCATED @ 1st MH W/o Portland Rd

AND GOES: West TO MH # 2 LOCATED @ 2nd MH W/o Portland Rd
Compass Direction

FOR A DISTANCE OF 344 L.F., PULLED With FLOW, PIPE SIZE 21' X 7'

STRUCTURAL CONDITION Good, ALIGNMENT Good, GRADE Good

TYPE OF PIPE, CONC. ☒, CLAY ☐, A.C. ☐, PVC ☐, ______ ☐, TYPE OF JOINT R/G

FLOW MEAS. LOCATION # 1, 2", LOCATION # 2, 2", TIME

DEPTH OF SEWER, LOCATION 1, 5', LOCATION 2, 5'6"

FOOTAGE	WYE	REMARKS	PICT. NO.	REPAIR MADE AND DATE
0		MH #1		Vt 000
343		MH #2		255

RECOMMENDED CORRECTIVE MEASURES

		Date Complete			Date Complete
Chemical Grout	☐		Repair Breaks	☐	
Cable Rodding	☐		Main to be Replaced	☐	
Hydraulic Cleaning	☐		Main to be Relined	☐	
Remove Roots	☐		Main to be Abandoned	☐	
Repaired Defective Tap	☐				

PROJECT INSPECTOR RALPH LAMBERT

Page 1 of 1

Rev.2/10/82

G-174

SEWER TELESPECTION AND CONDITION REPORT

DATE: 3-14-83
MAIN # Storm Drain
SUBSYSTEM Labish area E., WORK ORDER # ____, OPERATOR:
NEW CONSTRUCTION ☐, ROUTINE ☐, RE-INSPECTION ☐, SPECIAL ☒, 10th MO. ☐, VT ☒, SSES ☐
LOCATED ALONG CHEMAWA Rd. N.E.
STARTING @ MH # 1 LOCATED @ 2nd MH West/of Portland Rd.
AND GOES: West (Compass Direction) TO ____ # ____ LOCATED @ Drainage Ditch
FOR A DISTANCE OF ____ L.F., PULLED With H FLOW, PIPE SIZE 30" X ____
STRUCTURAL CONDITION Good, ALIGNMENT Good, GRADE SEE BELOW
TYPE OF PIPE, CONC. ☐, CLAY ☐, A.C. ☐, PVC ☐, CMP ☒, TYPE OF JOINT ____
FLOW MEAS. LOCATION # 1, 1½", LOCATION # 2, 15", TIME ____
DEPTH OF SEWER, LOCATION 1, 5'6", LOCATION 2, open ditch

FOOTAGE	WYE	REMARKS	PICT. NO.	REPAIR MADE AND DATE
0		MH #1		Vt 255
		Pushed camera to 200'		
		inspection made on pull back		
190-168		Grade Dip 4" @ 182'		
156		Leaking joint R/H side		362
0		MH #1		425

RECOMMENDED CORRECTIVE MEASURES

		Date Complete			Date Complete
Chemical Grout	☐	____	Repair Breaks	☐	____
Cable Rodding	☐	____	Main to be Replaced	☐	____
Hydraulic Cleaning	☐	____	Main to be Relined	☐	____
Remove Roots	☐	____	Main to be Abandoned	☐	____
Repaired Defective Tap	☐	____			

NEW CONSTRUCTION ☐, ROUTINE ☐, RE-INSPECTION ☐, SPECIAL ☒, [illegible] MO. ☐, VT ☒, [illegible] ☐

LOCATED ALONG CHEMAWA Rd. N.E.

STARTING @ MH # 1 LOCATED @ 2nd MH West/of Portland Rd.

AND GOES: West (Compass Direction) TO ____ # ____ LOCATED @ Drainage Ditch

FOR A DISTANCE OF ______ L.F., PULLED With FLOW, PIPE SIZE 30" X ____

STRUCTURAL CONDITION Good, ALIGNMENT Good, GRADE SEE BELOW

TYPE OF PIPE, CONC. ☐, CLAY ☐, A.C. ☐, PVC ☐, CMP ☒, TYPE OF JOINT ______

FLOW MEAS. LOCATION # 1, 1½", LOCATION # 2, 15", TIME ______

DEPTH OF SEWER, LOCATION 1, 5'6", LOCATION 2, open ditch

FOOTAGE	WYE	REMARKS	PICT. NO.	REPAIR MADE AND DATE
0		MH #1		Vt 255
		Pushed camera to 200'		
		inspection made on pull back		
190-168		Grade Dip 4" @ 182'		
156		Leaking Joint R/H side		362
0		MH #1		425

RECOMMENDED CORRECTIVE MEASURES

		Date Complete			Date Complete
Chemical Grout	☐	______	Repair Breaks	☐	______
Cable Rodding	☐	______	Main to be Replaced	☐	______
Hydraulic Cleaning	☐	______	Main to be Relined	☐	______
Remove Roots	☐	______	Main to be Abandoned	☐	______
Repaired Defective Tap	☐	______			

PROJECT INSPECTOR Ralph Lambert

Page 1 of 1

Rev.2/10/82

G-174

9900

For [illegible]

STATE OF OREGON **INTEROFFICE MEMO**

ROAD DESIGN SECTION

DES 16

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: March 8, 1983

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Funding, SPRR-Pacific Highway
~~Chemawa Road~~ FAU 1830
Marion County

The 1980 program estimate for this two-lane highway project was $511,000 which included right-of-way costs and preliminary engineering. The current estimate for this same two-lane section including right-of-way and engineering is $550,000, not a significant increase.

During the project development process, several needed operational improvements have been added to the basic two-lane project as follows:

1.	Chemawa Indian School Channelization (This was requested by Mr. Turcotte of the Indian School)	$ 48,000
2.	Portland Rd. Channelization & Sig. Rev. (Recommended by Traffic Engineer)	$ 90,000
3.	Lake Labish Foundation Stabilization (Recommended by the Soils Engineer)	$120,000
	Subtotal	$258,000
	Current Cost Est. of Two-Lane Section	$550,000
	TOTAL	$808,000

JHV:rw

cc: Don Adams

Ival 3-11-83
advise Fredrickson
ED

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TECHNICAL SERVICES
MAR 8 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1 Versteeg ✓
Anderson
2 Adams A
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

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MAR 11 1983
ROAD DESIGN SECTION

Do Not File ☐
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Bring Up ____/____/____
Action

81-125-1367

6-10-83 copy sent to Phil Stearns MK

To: Marion County &
City of Salem

From: Versteeg

S.P.R.R. O-Xing-Pacific Hwy. East
Chemawa Road FAU 1830
Marion County

The subject project is now in the final design stage. Your office should be aware of the following changes on this project.

The Authority For Survey and Location Prospectus called for 2 - 12' lanes with 6' paved shoulders.

Construction cost was	$ 350,000
Preliminary Engineering (11.7%)	41,000
Total	391,000
Right of Way Costs	120,000
Total Project Cost	$ 511,000

At the present time the estimate is:

Construction Cost	$ 463,300
Engineering & Contingencies (20%)	92,700
Total	556,000
Right of Way Costs	120,000
Present Total Project Cost	$ 676,000

The cost increase is due to the following:

1. Adding left turn channelization at Chemawa Indian School Road. (Requested by Mr. Turcotte of Indian School during negotiations for Chemawa Interchange project.) + $39,000
2. Adding left turn channelization at Portland Road. (Recommended by State Traffic people because of increase of left turn movement from Chemawa E.B. to Portland Road N.B.) + $44,300
3. Traffic signal revision at Portland Road and Chemawa. (Recommended by State Traffic people for left turn movement.) + $30,000

Total Construction Cost Increase	$ 113,300
More Engineering & Contingencies	53,700
Total Increase	$ 167,000

In addition to these costs, we are attempting to solve the problem of stabilization of the peat bog. Under the present design we will be widening onto the peat bog with fills up to 14' deep. This creates a stabilization problem with our new constructed lanes.

One solution we have discussed is to subexcavate at the existing fill toe, and backfill with rock material. This plan would cost an additional $120,000.

Another solution would be to load the fill in 5' - 7' stages spaced maybe 1 year apart. This would be less expensive, but may require 3 years to obtain final settlement. It may also require more than one contract.

9900

[illegible]

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: December 9, 1982

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: SPRR O'Xing-Pacific Highway East
Chemawa Road
Marion County

1 Versteeg ✓
Anderson
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Olson
2 Sullivan JWD
Terpin
Trout
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We recently received this project and in reviewing the location data, noted there were two-lane and four-lane estimates with a Region recommendation to build the four-lane section.

The Final EIS indicates Chemawa Road, between the freeway and 99E, is to be constructed initially with two 12-foot lanes and 6-foot shoulders but designed for future expansion to a four-lane section. I am advised that the County's intention to build a two-lane section initially has not changed. We will prepare plans for a two-lane pavement, grading the fills for two lanes and the cuts two lanes or wider to balance the earthwork.

The Soils and Geology Section will give us a recommendation soon on a method of constructing the fills across the swale just west of 99E. Possibly, depending on the treatment proposed, we may want to construct this fill to the four-lane width.

The County has requested a left-turn hideout lane instead of a right-turn lane at 99E. This will be a minor revision.

DRA:ja

sent
12-10-82

cc C. O. Fredrickson
Frank Terpin
Adrian Olson

AGR

STATE OF OREGON

INTEROFFICE MEMO

TO: Virgil Wilson
Region 2 R/W Supervisor

DATE: October 25, 1982

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Services Agreement #212
S.P.R.R. - Portland Rd. -
Chemawa Rd.
City of Salem and Marion County

MISC. CONTRACTS and
AGREEMENTS No. 7646

Attached is an original copy for the City of Salem and for Marion County, as well as a copy of the agreement for your files.

Prefix 424-8228 should be used for the City Appraisal Review. County's portion will be programmed.

AE
mp
Attach. - 3

cc: C. O. Fredrickson, w/c
Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Description, w/c
Title, w/c

11-8-82
noted in agree book
Fran

Contains Recycled Materials

9900

Parkway

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17
324-1902

TO: C. O. Fredrickson
Region 2 Engineer

DATE: October 22, 1982

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: SPRR X'ing-Portland Road
Chemawa Road (FAU 1830)
Marion County
Prefix 324-1902

1 Versteeg ✓
Anderson
Adams
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Sullivan
Terpin
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OCT 2[illegible] 1982
ROAD DESIGN SECTION

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Action

Attached is a copy of Notice 81-1 effective November 1, 1981 and a copy of a supplemental letter dated September 21, 1982 from John C. Jenkins.

The survey you have submitted for the above-named project does not comply with the requirements as stated in the Notice.

Please see that these requirements are fulfilled, and that the results are submitted to the Final Design Section.

FET:PL:ja

Attachments

cc J. H. Versteeg w/attachments
D. R. Adams "

81-125-1387

GON STATE HIGHWAY DIVISION

NOTICE

NUMBER: 81-1

Page 1 of 1

EFFECTIVE DATE: November 1, 1981

CANCELLATION DATE: Further Notice

OFFICE Technical Services Branch

Issued By E S Hunter
(SIGNATURE)

Assistant State Highway Engineer
(TITLE)

DISTRIBUTION:

Materials Section
Construction Branch
Region Engineers
Resident Engineers

SUBJECT Soil and Water pH and Resistivity Testing at Culvert Installation Sites

General:

Soil and water pH and resistivity are environmental factors generally considered to play a significant role in determining corrugated metal culvert durability.

Purpose:

To establish a procedure to measure soil and water pH and resistivity at each proposed culvert installation site where corrugated metal pipe would be an option (alumimum alloy, aluminum-coated steel, or galvanized steel).

Instructions:

During the location field survey, soil samples will be taken of foundation material at each proposed culvert installation site where the use of metal pipe would be an option. The backfill soil must also be sampled. If there is evidence of corrosion in other metal culverts handling the same stream flow, water samples will be required. This applies to new culvert installations, as well as to the extension of existing culverts. If the foundation soil changes significantly throughout the length of the culvert, or if the backfill material shows evidence of variability, more than one sample of foundation material and backfill material will be required.

All samples will be sent to the Engineering Laboratory in Salem for testing. A sample should weigh at least 50 pounds and may be submitted in either a heavy plastic or canvas bag. The sample data sheet should show the station, anticipated culvert size, whether the material is for foundation or backfill, and any appropriate comments about the condition of metal culverts in the vicinity.

~~FILE: MAT~~

FILE: MAT4-6

ATTACH TO
Notice
No 81-1
From ES Hunter

STATE OF OREGON

INTEROFFICE MEMO

TO: Edward Hardt
C. O. Fredrickson
Alfred Shirley
Dale D. Allen
Robert D. Hector

DATE: Seprember 21, 1982

From: John C. Jenkins, PE
Engineer of Materials

Subject: Samples for Culvert Environment Tests

On November 1, 1981, E. S. Hunter issued OSHD Notice No. 81-1 relating to the sampling and testing of soil and water for pH and resistivity at culvert sites.

This notice required that a sample of at least 50 pounds be submitted to the laboratory. This sample size was selected, in our inexperience, to cover all possible soil types, including some pretty rocky ones. We are finding that the majority of samples contain much more material than we need.

In the interest of reducing sampling and shipping costs, we recommend that the standard sample be reduced to 10 to 15 pounds. The amount of material that can be packed into a plastic bag, such as that used for 6 x 12 concrete cylinders, should be adequate. If the soil is very rocky, the large pieces may be removed and 10 to 15 pounds of the smaller material submitted.

gs

cc: E. S. Hunter
W. E. Schwartz
C. T. Keasey
J. H. Versteeg
F. E. Terpin

RECEIVED
SEP 24 1982
LOCATION SECTION

NOTED
F. E. TERPIN

9900

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION

DES 16

TO: J. H. Versteeg
Road Design Engineer

DATE: September 7, 1982

adolson

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Chemawa Rd. Project
SPRR to Portland Rd. (99E)
Salem, Marion Co.
Re: Sept. 1 Memo from Fred Miller to
H. S. Coulter and E. S. Hunter

The acquisition of right of way from the Chemawa Indian School is anticipated to take much more time than the purchase of right of way from private owners on the subject project.

Historically the Highway Division has had no special problems in negotiations with the Bureau of Indian Affairs; however, due to the structure of this Federal agency, actions and approvals take a great deal of time. There has also been changes in personnel and procedures in the local area and the region. Previous contacts are no longer available. Apparently most issues are now handled by a tribal council.

Payment for the purchase of property is generally requested in some form of value replacement rather than dollars which go to the general fund. This could require purchase of replacement property or construction of some type.

Due to the lack of better information, it is most difficult to estimate the length of time required for acquiring the subject right of way.

MK:rw

81-125-1387

Contains Recycled Materials

½ 1 B

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1970

To: MEMO TO THE FILES

SUBJECT: Chemawa Indian School
I305
Salem Spur

Subject to the usual reimbursement for right of way, the Chemawa Indian School should be able to tolerate our present proposal for connecting I 305 to I 5.

Rod Henry, Ross Harris and I determined this January 23 in a meeting with Marion County Engineer John Anderson, Chemawa Indian School Superintendent Gordon Gunderson and Plant Superintendent Showalter, The effects of our plan on their property and their comments are:

1. Area. They realized the need for our proposal but hoped that we would hold the taking to a minimum.

2. Buildings. The buildings that we come close to are old and are eventually scheduled for removal. Their future plans, which will take at least two years to put into effect, are to relocate all of the buildings to areas easterly of the Southern Pacific tracks. In the interim, although they could get by without some of the living units, we should not take them because of the political ramifications.

3. Underpass. At first Mr. Gunderson thought the existing underpass would have to be reinstalled. After pointing out the effects on our design and the long-range future of their property westerly of I 5, he dropped this particular request.

4. Fence. He would like an adequate fence and added that they would like a chain link. I gave him no indication of the type of fence we would install only that we would install and maintain it just as we would maintain the existing fence even though we did not install it.

5. Well. There is a large well within the proposed area of taking. They will want it relocated when they build. This won't be soon enough for our purposes and because of their budgeting problem they would prefer that we arrange for the drilling of any new well. This will be a right of way matter that will have to be settled in negotiations. There will be pressure for us to leave the existing well for an interim period of time.

R. D. Asburry
DIVISION ENGINEER

by Original signed by, Gerald Wimer

Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg

cc: D. J. Barbee
Rod Henry
Ross Harris

9900

July 28, 1982

Marion County Board of Commissioners
Courthouse
Salem, OR 97301

AGR 4-1
4-2

Attention: Edwin P. Morgan
County Clerk

City of Salem
City Hall
Salem, OR 97301

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attention: Patricia Wolfe
City Recorder

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Construction-Finance Agreement, Interstate Transfer Project, for construction of the SPRR-Portland Road Section of Chemawa Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-23-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1830(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20067

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/23/82

8. FEDERAL ROUTE NUMBER FAU 1830

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

SPRR - Portland Road (Chemawa Road)

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work. TEC $41,000 F.F $34,850
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 4/19/82.

(Note: Record of Decision for EIS dated 8/31/81 included this project. Ref: IX-1525(1))

RECEIVED
STATE HWY ENGR
APR 28 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
4/28/82

14. DATE 4/23/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9900

Salem Parkway

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: SPRR - Portland Road (Pacific Hwy 1E)

HIGHWAY NAME: Chemawa Road

HIGHWAY NUMBER: FAU 1830

REGION: 2

ADMINISTRATIVE DISTRICT: 3

COUNTY: Marion

CITY: Salem Urban Area

LENGTH: 0.7 mi

MILEPOST NUMBER: TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Salem

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAI-X

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This project involves resurfacing and widening Chemawa Road between the SPRR X-ing and Pacific Hwy E. (Portland Road). The new facility will follow the existing alignment. It is proposed that the project will be a two-phase operation. Phase one or stage one will be widening the existing facility on the southerly side to provide 2 12' travel lanes with 6' shoulders. Right of way and the necessary construction easements for the future stage will also be acquired as a part of stage one. The future (stage 2) will be 4-12' travel lanes with 6' shoulders and curbs and walks each side. The westerly end of the project will tie into the proposed overcrossing structure over the SPRR. This is project number 115 in the Transportation Improvement Program of the SATS transportation plan for fiscal year 1981-1985.

1 Version
2
3
4

RECEIVED

ROAD DESIGN SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): Present 6,100

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): (2000) 11,000

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 40

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED

Location Engineer

Date 4/9/82

REFERRED TO

Board Stoudenmeyer

Cole Mann

Erikson 1 Watson W

Hager Dorn Leu

Return Discuss Do File Due

BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTIN NUMBER AND WIDTH	P POSED NUMBER AND WIDTH Stage I	 Stage II
TRAVEL LANES	2 - 10'	2 - 12'	4 - 12'
SHOULDERS	None	2 - 6'	2 - 6'
MEDIANS	"	None	None
PARKING LANES	"	"	"
SIDEWALKS	"	"	2 - 5'
BIKEWAYS	"	6 ft. shoulder bikeway	
INTERCHANGES	"		
OTHER:	"		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☒	☐	☐
Frontage Roads	☐	☒	☐	Access Control	☒	☐	☐
Traffic Signals Extg. @ 99E	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☒	☐	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River ______	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ______	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☒	☐	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☒	☐	☐	Building	☐	☒	☐
Relocations	☒	☐	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☒*	☐	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee Compl.	☒	☐	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☒	☐	☐	Requires Photogrammetry	☒	☐	☐
Borrow Source	☒	☐	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source Commercial	☒	☐	☐	Reconnaissance Available	☒	☐	☐
Utilities	☒	☐	☐	Design Review	☒	☐	☐

Type ______________________________

* Covered by EIS for all corollary projects.

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		—
DRAFT ENVIRONMENTAL IMPACT STATEMENT		—
CORRIDOR APPROVAL		—
FIELD SURVEY	0	2
PRELIMINARY DESIGN		—
DESIGN APPROVAL/FINAL EIS		—
RIGHT-OF-WAY DESCRIPTIONS		1
RIGHT-OF-WAY ACQUISITION		8
P.S. & E. DOCUMENTS		4

RECOMMENDED CONSTRUCTION DATE	____________ (Region)	____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "B" A.C. Wearing Course	2"	2"
Class "B" A.C. Base Course	2"	
Cement Treated Base	11"	
Lime Treated Subgrade ?	6"	

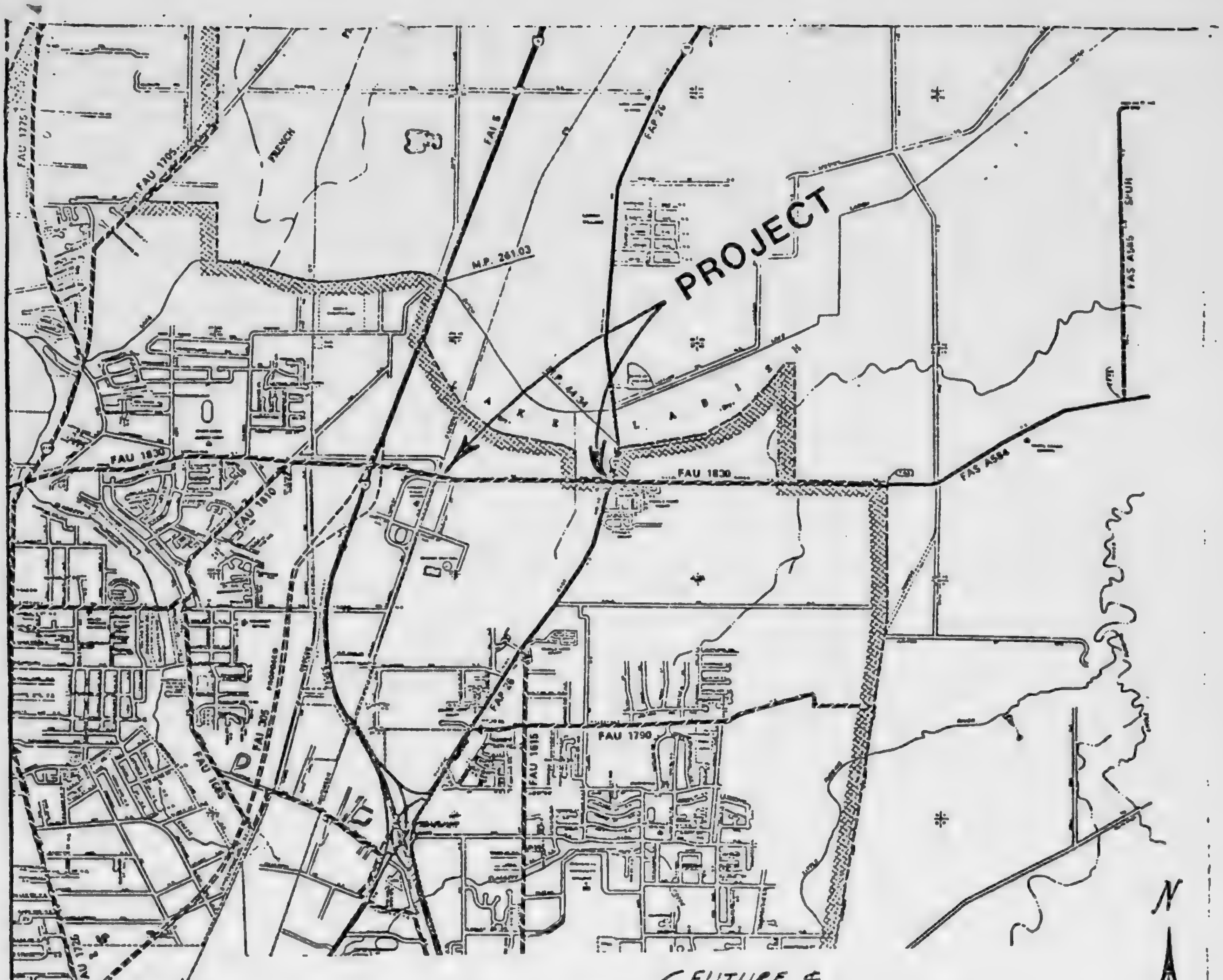
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 12,600	41.000
RIGHT OF WAY		120.000
TRAFFIC CONTROL		Incl.
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		350.000
OTHER		
ENGINEERING & CONTINGENCIES		Incl.
PROJECT TOTAL		511.000

SUBMITTED BY Don Thurston


PROJECT
LAKE LABISH
FAU 1830
FAS A584
FAS A585
SPUR
FAI 5
FAP 26
M.P. 261.03
FAU 1705
FAU 1775
FRENCH
FAU 1810
FAI 305
FAU 1790
FAU 1815
FAU 1725
FAU 1700
FAU 1690
FAU 1650
FAU 1640
FAU 1635
N
PROPOSED 84'
FUTURE ℄
R/W
EXISTING 50' R/W
1' 5 6 6 12 12 12 12 6 6 5 1'
EXISTING ROADWAY
18' 18'
STAGE I CONST.
TYPICAL SECTION

PROSPECTUS MAP
SPRR - Portland Road
Chemawa Road
FAU 1830
Marion County

9900

DES 16

Salem
Parkway

ROAD DESIGN SECTION

E. S. Hunter
Assistant State Highway Engineer

January 11, 1982

J. H. Versteeg
Road Design Engineer

Chemawa Road Overcrossing of the
SPRR
Marion County

Versteeg
Andersen
Adams
Olsen
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 12 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up / /
Action

In support of the grade separation of Chemawa Road and Southern Pacific Railroad, a traffic analysis was prepared by our Traffic Engineer. The following information is from that analysis.

1. TRAIN MOVEMENTS - A study of train movements indicates an average of 16 crossings of Chemawa Road per day. Train speeds average 55 MPH for freight trains and 70 MPH for passenger trains.

2. TRAFFIC PROJECTIONS - Traffic projections at the S.P.R.R. crossing are as follows:

YEAR	ADT
1984 (year of completion)	6,400
2000	11,000

3. TRUCKS - SCHOOL BUSES - A vehicle classification count obtained November, 1979 shows 6 percent trucks and 70 school buses crossing the railroad. (1979 ADT 5,900)

4. INDUSTRIAL GROWTH - The City planning Commission has recommended industrial land use zoning for about 300 acres bounded by Kale Avenue-Cordon Road-Hazel Green Road and Portland Road. Truck volumes crossing the railroad will increase with the industrial development of this area.

The projected doubling of traffic volumes from 5,900 ADT in 1979 to 11,000 ADT in 2000 and the number of school buses currently using the crossing strongly supports the concept that the separation structure is needed to meet the safety needs of the traveling public. In terms of train movements, traffic projection, vehicle classifications, access to the Interstate Freeway and the potential 300 acre industrial site southeast of Hazel Green Road, a separation structure at Chemawa Road and the Southern Pacific Railroad is fully justified and should be constructed as a critical part of this highway improvement project.

JHV:rw

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Ellison Watson
Hager Dorn Leu
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 15-2-1

TO: J. H. Versteeg
Road Design Engineer

DATE: January 8, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Chemawa Road at Southern Pacific Railroad
Marion County

1 Versteeg
Anderson
3 Adams
2 Olson aa
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 11 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring /
Action

At your request, a traffic analysis has been conducted for the proposed grade separation structure on Chemawa Road at the Southern Pacific Railroad.

The following conditions were assumed for this analysis:

1. Completion of Chemawa Road interchange with I-5
2. Completion of Salem Parkway
3. ORE 99E signed via Chemawa Road and Salem Parkway

Based on the above conditions, traffic projections at the S.P.R.R. crossing are as follows:

YEAR	ADT
1984 (year of completion)	6,400
2000	11,000

A study of train movements indicates an average of 16 crossings of Chemawa Road per day. Train speeds average 55 MPH for freight trains and 70 MPH for passenger trains.

A vehicle classification count obtained in November, 1979 shows 6 percent trucks and 70 school buses crossing the railroad.

The City Planning Commission has recommended industrial land use zoning for about 300 acres bounded by Kale Avenue-Cordon Road-Hazel Green Road and Portland Road. Truck volumes crossing the railroad will increase with the industrial development of this area.

L. E. George
Traffic Engineer

JH:np

1984 NE Union Ave.-N. Marine Dr. 9901
(Portland) Sec, FAU9960 (Vancouver Way)
in Ptld. (gr, pav, strom sewer, sign)

jc cc: OSHD (L. W. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 11/18/87	REPORT MADE BY Mike Cribb, Highway Engineer Trainee		PROJECT NO. IX-9960(2)
COMPLETION DATE (Actual) 12/19/85	ACCEPTANCE DATE BY CONRTACT AGENCY 6/16/86	TIME ELAPSED 102 %	CONTRACT TIME 403 Calendar Days

LOCATION

North Vancouver Way; N. E. Union Ave. - N. Marine Drive

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. E. UNION AVE. - NORTH MARINE DR. (PORTLAND)
NORTH VANCOUVER WAY
Grading, Paving, Storm Sewer & Signing

This project involves construction of a two-lane facility with curb and sidewalk on each side. This project will replace the existing narrow, urban street section.

The contract was awarded to Cascade Construction Co., Inc. on 9/27/84. Work began on 10/15/84 and was completed on 12/19/85. The contract allowed 360 calendar days. A time extension of 43 days was approved. Liquidated damages were charged against eight days. The contract cost underran the original authorization of $2,938,894 by two percent.

The contract has been completed satisfactorily and acceptance is recommended.

- MEC -

NOTED
W. E. SCHWARTZ

Og
12/7

RECEIVED
STATE HWY ENGR
NOV 25 '87
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Michael E. Cribb	SIGNATURE
TITLE Highway Engineer Trainee — DATE 11-25-87	TITLE District Engineer A — DATE 11/24-

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTA N
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9960(2)
2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30084
2A. COUNTY NAME Multnomah

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 4, 1987
8. FEDERAL ROUTE NUMBER FAU 9960
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
N. E. Union Ave. - N. E. Marine Dr. (Portland)

11. GENERAL DESCRIPTION OF WORK
Repair damaged private drain line

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/4/87 as requested in Mr. Fredrickson's letter of 10/15/87 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 10 is approved to a TEC of $4,000; Federal Funds $3,400.

RECEIVED
STATE HWY ENGR
NOV 10 '87
REFER TO H. Simons
FOR
Info | Inves | R/D | D.R | Sign | Act | File

14. DATE 11/10/87
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

99[illegible]1

**Cascade
Construction
Company, Inc.**

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE 222-6421

Equal Opportunity Employer

9901

December 24, 1986

Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Attention: Janice M. Henry, Contract Accounting Supervisor

Enclosed are Assignment of Claims by Cascade Construction Company, Inc. to Cascade Construction Company, Inc. Liquidating Trust for the amount we have pledged in lieu of retainages and I assume any other payments to be received. This is the vehicle needed to allow Cascade to liquidate yet somehow the tag-end items must be cleared. The Surety has signed and one Power of Attorney is enclosed as documentation.

Our $258,000 U. S. National Bank Time CD matures Monday, December 29. I will renew it in the same amount in the name of Cascade Construction Company, Inc. As it matures Lakeside Industries should have been assigned Contract 10,190 which will release $125,000 as I believe that they will post securities also. If this isn't clear, please call me on Monday.

Best regards,

CASCADE CONSTRUCTION COMPANY, INC.

Jon

Jon E. Morris, President (short term)

JEM:mk

cc: Connie Angel, Asst. Manager
Safekeeping Dept.
U. S. National Bank of Oregon
P. O. Box 4412
Portland, OR 97208

cc: [illegible] & ca. att to [illegible]
[illegible] [illegible]
[illegible] [illegible])
Rick [illegible]
Bill A[illegible]
original in Hwy Actg

RECEIVED
[illegible]
HIGHWAY ACCOUNTING

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

December 24, 1986

Connie Angel, Assistant Manager
Safekeeping Dept.
U. S. National Bank of Oregon
P. O. Box 4412
Portland, OR 97208

RE: Cascade Construction Company, Inc.

Dear Ms. Angel:

Enclosed are copies of Assignments of Claim which we have delivered to the Highway Division of the Oregon Department of Transportation which assign the current deposit safekeeping receipt No. 269086 and any replacements or substitutions thereof from Cascade Construction Company, Inc. to Jon E. Morris, Trustee under the Cascade Construction Company, Inc. Liquidating Trust.

As funds are released by the State of Oregon they should be delivered to the trustee of the liquidating trust at P. O. Box 4267, Portland OR 97208 or bank transfer.

If you have any questions, please call me.

Very truly yours,

Jon E. Morris
Trustee for The Cascade Construction
Company, Inc. Liquidating Trust

JEM:mk

Enclosure

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P.
Award for outstanding achievement in protecting the environment.

ASSIGNMENT OF CLAIM

Contract No.: OSHD 9901

FOR THE CONSIDERATION OF the covenants and conditions set forth in that ~~($) Dollars, to~~ ~~paid~~ certain Cascade Construction Company, Inc. Liquidating Trust (the "Trust"), CASCADE CONSTRUCTION COMPANY, ~~hereby sell, assign and transfer the within claim for~~ INC., and Oregon corporation, hereby sells, assigns and transfers the within claim for retainage in the amount of Ten Thousand Dollars ($10,000) and the deposit to secure said retainage represented by U. S. National Bank of Oregon Safekeeping Receipt No. 269086, and any replacements or substitutions for said safekeeping receipt, and interest thereon as well as any additional funds that may be allocated to said contract under said safekeeping receipt, or any replacement or substitution thereof, together with all other sums due or to become due under said Contract

to JON E. MORRIS, Trustee, under the Trust and authorize and empower said JON E. MORRIS, Trustee to act as agent for Cascade Construction Company, Inc. and in its name, place and stead, to verify said claim and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon or the various counties within the State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of person's furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

Witness my hand this 22 day of December, 1986

Executed in the presence of us as witnesses:

James R. Moore
Witness

Donna J. Benfield
Witness

CASCADE CONSTRUCTION COMPANY, INC.
By: Jon E. Morris
CONTRACTOR

The Travelers Indemnity Company
By: Dean R. Bettle
SURETY
ATTORNEY-IN-FACT

APPROVED
Chief Counsel
Department of Transportation

734-1204(1-84)

The Travelers Indemnity Company

Hartford, Connecticut

If necessary, validation of this power of attorney is available at (203) 277-7839. Collect calls will be accepted

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

_____ Dean R. Petitt of Portland, Oregon _____

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

_____ Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof _____

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.
This appointment is made under and by authority of the following Resolutions adopted by the Board of Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 1st day of November, 1985 which Resolutions are now in full force and effect:

> VOTED That the Chairman of the Board, the President any Executive Vice President, any Senior Vice President, any Vice
> President, any Second Vice President, the Corporate Secretary or any Department Secretary may appoint attorneys-in-fact or
> agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to
> execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other
> written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the
> power and authority given to him.
>
> VOTED That any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and
> binding upon the Company when signed by the Chairman of the Board, the President, any Executive Vice President, any Senior
> Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by the Corporate
> Secretary or any Department Secretary or any Assistant Corporate Secretary or any Assistant Department Secretary, or shall be
> valid and binding upon the Company when duly executed and sealed, if a seal is required, by a duly authorized attorney-in-fact or
> agent, pursuant to and within the limits of the authority granted by his or her power of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 1st day of November, 1985:

> VOTED That the signature of any officer authorized by Resolutions of this Board and the Company seal may be affixed by
> facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond,
> undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby
> adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon
> the Company with the same force and effect as though manually affixed.

_____ This power of attorney revokes any and all powers of attorney dated prior to November 1, 1985. _____

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 1st day of November 19 85.

THE TRAVELERS INDEMNITY COMPANY

By D L Banta

Secretary, Surety

SEAL

(Over)

S-2242 Rev. 9-85 Printed in U.S.A.

November 12, 1986

Jon E. Morris, President
Cascade Construction Company, Inc.
General Contractors
P. O. Box 4267
Portland, Oregon 97203

RE: Your Letter November 3, 1986

Dear Mr. Morris:

The Highway Division will require that all contracts listed in your letter of November 3, 1986 be assigned from Cascade Construction Company to Lakeside Industries and that such assignment be approved by the Highway Division. I would therefore suggest that you prepare the necessary assignment papers and forward them to Mr. Pat Schwartz, Assistant State Highway Engineer.

The assignments will also require the consent of the surety on each contract.

Very truly yours,

Jack L. Sollis, Attorney in Charge
Finance and Government Section

JLS:bk

cc: Fran Neavoll
Pat Schwartz

12/16 forms sent
to Jon
JOB

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

November 3, 1986

RECEIVED
NOV 07 1986
LEGAL

Dept. of Transportation
Transportation Building
Salem, OR 97310

Attention: George Bell, Assistant Director

Effective January 1, 1987, Lakeside Industries, P. O. Box 1379, Bellevue, Washington 98009 will purchase the construction equipment of Cascade Construction and assume all construction commitments for projects not essentially completed at that date. Cascade has the following open contracts with the Oregon Dept. of Transportation:

CONTRACT #	DESCRIPTION
9887	Stafford Road Interchange & Wilsonville Interchange
✓9901	N. E. Union Avenue - North Marine Drive (Portland)
9904	S. W. Jean Road - S. W. Madrona Street (Lake Oswego)
10,037	Clackamas Highway - Clackamas Bridge
10,112	Sandy River - Corbett Interchange
10,181	Villa Road Connection (Newberg)
10,190	N. E. 60th Avenue - N. E. 82nd Avenue
10,250	UPRR O'Xing - North Vancouver Avenue
10,253	District 2A Paving Projects
10,317	East Marquam Street Project

All of the projects noted are essentially complete with the exception of OSHD 10,190 which will not complete until the summer of 1987. Lakeside Industries is prepared to step into Cascade's position for this project and I must assume that your agency has some provision to accomplish the transfer. Please advise as to the transfer requirements. I will be writing all of the Project Managers for the remaining projects requesting immediate notification of any punch list items or paperwork known to be missing at this time. We will attempt to solve any open items before December 31, 1986 but in any event Lakeside will complete any remedial work required in 1987 for Cascade's account.

Dept. of Transportation
George Bell, Assistant Director
November 3, 1986
Page 2

Your prompt attention to my request regarding OSHD 10,190 will be appreciated for we would like to have all of the transfers in place by year-end.

Best regards,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JEM:mk

cc: File

RECEIVED
NOV [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

11/6/86
ashee Sollis
what to do

October 6, 1986

CON 5 - 9901

The Travelers Indemnity Company
Surety Department
111 SW Fifth #1600
Portland, OR 97204

On June 24, 1986, we wrote to you concerning release of final payment on Contract No. 9901 awarded to Cascade Construction Company, Inc. for work on the NE Union Ave.-North Marine Dr. (Portland) Section of North Vancouver Way in Multnomah County.

Final payment on this contract is $6,211.85 and the total contract amount is $2,361,571.97 including $19,634.28 for work performed under force account.

George Bell
Assistant Director

slp

cc: Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Don Reger and Company
520 SW Stark Street
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

9901

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9901

TO: Robert Gormsen
Manager, Commission Services

DATE: June 16, 1986

Warren E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9901, On Site Work Substantially Completed December 19, 1985

All Work Completed March 19, 1986

Project NE Union Ave. to N. Marine Dr.

Highway FAU 9960 (Vancouver Way)

County Multnomah

Type of Work Grading, Paving, Storm Sewer :& Signing

Contractor Cascade Construction Co., Inc.

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

noted RWGormsen

6-23-86 - Surety letter written.

RECEIVED
JUN 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

June 3, 1986
IN REPLY REFER TO
HFO.6-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IX-9960(1)
N. E. Union Ave. - Marine Dr. Sec.
Vancouver Way, SFO No. 1
Multnomah County

We have reviewed Mr. Patterson's letter of May 20, 1986, referencing the construction project IX-9960(2) and requesting action to transfer charges from C. E. to P. E. after the P. E. cut off date. We have reviewed the records supporting your request and the amount of funds involved. The value of work involved is not considered significant and therefore a transfer of charges is not warranted.

Sincerely yours,

G. K. [illegible]
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
OSHD (C. O. Fredrickson, Const)

RECEIVED
STAT HWY ENGR

JUN -5 '86

REFER TO
Fredrickson

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

WES
TAA
Orig. to
6/11

April 21, 1986

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

CON 5
#9901

Re: Time Extension Request
N.E. Union Avenue-N.E. Marine Drive
Contract No. 9901
FAP No. IX-9960(2)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 51 calendar days of contract time due to extra and additional work performed.

Project records indicate that the extra and additional work performed warrants an additional 43 calendar days of contract time. A contract time adjustment of an additional 43 calendar days is therefore granted.

The adjusted contract time of completion for this contract is 403 calendar days. There remains 8 calendar days of liquidated damages under this contract.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager, Frank Buehler.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/attachment
Frank Buehler, City of Portland w/attachment
FHWA w/attachments
Bruce Walton

TE/272

STATE OF OREGON **INTEROFFICE MEMO**

TO: O. B. JACKMOND
Contract Administration Engineer

DATE: March 27, 1986

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: N.E. UNION AVE. TO N. MARINE DR.
1ST TIME EXTENSION REQUEST
CONTRACT 9901

Attached is the first time extension request for the subject project. The following is some pertinent information:

Bid Awarded:	9-27-84
Specified Completion:	360 calendar days
Work Started:	10-15-84
2nd Notification:	12-19-85
Excess Days:	51

The Contractor has requested a 51 day time extension. The Project Manager has reviewed this request and recommends 43 days. I concur with the Project Manager's review and recommend granting 43 days.

MC/ph/039
Attachment

4-18-86

W. E. Schwartz -

I concur with Region and Project Manager and recommend a 43 c.d. time extension due to performance of extra and added work.

O. B. Jackmond

RECEIVED
MAR 28 1986
CONSTRUCTION SECTION

COE ...... OM ......
OE ......
CA ......
CAM ......
EEO ......
SPC ...... TC ......
SA ...... CC ......
FE ...... CP ......
PQC ......
QCS ......
FILE ......

·125·1307

jc

U. S. DEPARTMENT OF TRANSPOR[illegible]TION
FEDERAL HIGHWAY ADMINI[illegible]ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9960(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30084

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 27, 1985

8. FEDERAL ROUTE NUMBER FAU 9960

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. E. Union Ave. - N. Marine Dr.

11. GENERAL DESCRIPTION OF WORK

Install Bark Mulch and Ivy Plants

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/27/85 as requested in Mr. Fredrickson's letter of 3/27/86 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 7 is approved to a TEC of $2,963.10; Federal Funds $2,518.00.

RECEIVED
STATE HWY ENGR
APR 7 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 4/7

14. DATE 4/3/86

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9901

1 RDR
2 FI K
4 SL
LE
LFE
GTE
PDE
BPM

RECEIVED
MAR 27 1986
ROAD DESIGN
SECTION

LPC
LA
LDS
RWD
FLC
OFFICE

Copy All
Return To

STATEMENT OF OVERRUNS AND UNDERRUNS

Section: NE Union Av - N Marine Dr

Contract No.: 9901

Highway: 9960 (N Vancouver Way)

Prefix No.: C-09901

County: Multnomah

FA No.: IX-9960(2)

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMIFINAL	± %
	BID ITEMS	$	2,234,211.71	2,273,989.66	+ 2%
	ANTICIPATED ITEMS	$	204,000.00	172,600.47	- 15%
	CONTINGENCIES	$	109,719.53	86,604.90	- 21%
	ENGINEERING	$	195,056.94	450,000.00	+130%
	LIQUIDATED DAMAGES	$		22,950.00	
		$			
	TOTALS	$	2,742,988.18	2,983,195.03	+ 9%

BI 12 Temporary Asphalt Concrete Surface sq yd 6850 11212.8 + 64%
Quantity was overran as additional travel lane was needed during sewer construction.

BI 27 CTB Mixture Ton 17334 20726 + 20%
Additional CTB Mixture was used for filling soft spots in the subgrade.

BI 29 CL "C" Asphalt Concrete TON 7385 9148 + 24%
Mistake in original estimate

BI 10 & PA 43 Flagger hour 2700 3276.75 + 21%
During sewer construction the contractor had 4 crews working in different locations on the project. Flaggers were needed at each of the 4 locations due to the traffic. As a result, the original quantity was overrun.

Frank S Buehler
Frank S. Buehler, P.E., Project Manager

3-10-86
Date

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

CON 5
9901

3C

DATE: March 6, 1986

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
NE Union Ave.-N. Marine Drive (Portland) Section
City Street (Vancouver Way), Multnomah County
Contract No. 9901

This federal aid project has been completed and it is now apparent that the final cost will exceed the project authorization by $192,900 or seven percent.

Weak soils were encountered in the subgrade area throughout the project and required extra amounts of base aggregates and treated base materials to provide sufficient roadbed strength. Some of the weakness had been anticipated but the extra cost involved in overcoming this situation added approximately $59,900 to the cost of the project.

The temporary surfacing provided for in the contract was insufficient to allow safe travel lane width for the high percentage of heavy truck traffic using this route. Additional paving materials were required to make the project safely usable during construction, and to take care of additional paving at areas with badly damaged existing pavement. This extra work added approximately $71,000 to the project cost.

Numerous unanticipated drainage structures were encountered during the course of sewer work and had to be accommodated, thus adding more than $10,700 to project costs.

The cost of construction engineering contributed significantly to the overrun of the contract. The project is located in an area oriented toward the long haul trucking industry and an unusual amount of engineering and inspection time was devoted toward providing and maintaining suitable accesses for this element. The project also prompted a flurry of development and site improvement activities on adjacent properties. Coordination of the project with these activities involved significant amounts of project staff time.

Form 734-3122

More than sixty change orders were required to complete the project properly, and these all require administration and add to increases in engineering costs. The project was administered by the City of Portland Office of Transportation and all engineering charges on the project are further aggravated by a salary differential of some 15 percent or more by which City rates exceed those of the State. Liaison work and other State charges also contributed to the overrun. An extensive study of engineering charges has shown that the construction engineering costs incurred are in fact necessary and legitimate.

There are sufficient funds available in the category of work and all the increase, except $25,500, is eligible for federal participation.

I recommend that the authorization be increased by $192,900 to a new total of $2,935,888.18. This matter will be on the consent calendar for the March 18 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
9901

RECEIVED
STATE HWY ENGR
MAR 6 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: March 6, 1986

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
NE Union Ave.-N. Marine Drive (Portland) Section
City Street (Vancouver Way), Multnomah County
Contract No. 9901

This federal aid project has been completed and it is now apparent that the final cost will exceed the project authorization by $192,900 or seven percent.

Weak soils were encountered in the subgrade area throughout the project and required extra amounts of base aggregates and treated base materials to provide sufficient roadbed strength. Some of the weakness had been anticipated but the extra cost involved in overcoming this situation added approximately $59,900 to the cost of the project.

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81-125-1387

There are sufficient funds available in the category of work and all the increase, except $25,500, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $192,900. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
F. Buehler
Mike Smith, Liaison
B. M. Walton
D. L. Trout

jc OSHD (Rulien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

EIVED
HWY ENGR
APR 3 '86
REFER TO Fredrickson
FOR
Info | Inves | R/D | J.R | Sign | Act | File

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon ly
IN COMPANY WITH SEE BELOW *			4/4
DATE OF INSPECTION February 28, 1986	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9960(2)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 114 %	WORK COMPLETED 100 %

N. E. UNION AVE. - NORTH MARINE DR. (PORTLAND)
NORTH VANCOUVER WAY
Grading, Paving, Storm Sewer & Signing

This project provided for the complete reconstruction of the subject section of urban street to a two lane section with curbs and sidewalks on both sides.

Contract costs were very close to the original authorization of $2,548,000, however, construction engineering overran the original authorization of $195,000 by 116%.

* The following persons attended the final inspection:

Mike Smith, OSHD
Dave Hill, City of Portland
Frank Buhler, City of Portland
Dick Ladick, Cascade Construction

NOTED
W. E. SCHWARTZ

The contract allowed 360 days to complete the work. The contractor used 411 days. A 51 day time extension is currently being considered by the City and State.

Construction Engineering was administered directly by the City of Portland with oversight by OSHD.

The area of this project experienced extremely heavy truck traffic. Most of the businesses cater to the trucking industry ie, truck stops. Concrete sidewalks adjacent to driveways have been broken in several locations by heavy trucks. The City advised the sidewalks were constructed in accordance with the plans but were not designed to withstand heavy truck loads. Adjacent private owners have already started landscape work to better channel trucks thru the driveways.

The project manager advised there were no significant materials problems on this project.

The project was constructed in conformance with the contract requirements. Acceptance is recommended.

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NE Union Ave.-N. Marine Dr City Street (Vancouver Way)

WEEK ENDING: January 18, 1986

SECTION PREFIX: 326-1080

HIGHWAY: N. Vancouver Way

COUNTY: Multnomah

NAME OF JOB: NE Union Ave.-N. Marine Dr. (N. Vancouver Way)

KIND OF WORK: Grading, Paving, Structures, Drainage, Signing, Illumination, Landscaping & Bikeway

CONTRACTOR: Cascade Construction Co.

CONTRACT NUMBER: 9901

FEDERAL AID PROJECT NUMBER: FAP No. IX-9960(2)

DATE OF CONTRACT: October 25, 1984

DATE WORK STARTED: 10-15-84

ESTIMATED COMPLETION DATE: 10-17-85

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 360(b)

CALENDAR DAYS USED: 411

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 114%

PROJECT AUTHORIZATION: $ 2,742,988.18

EXCLUSIVE OF ENGINEERING: $ 2,547,931.24

ENGINEERING AUTHORIZATION: $ 195,056.94

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,548,930.00

ENGINEERING COST TO DATE: $ 422,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 216 %

DATE PROJECT WAS COMPLETED: December 19, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE			
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12	-----			
MONDAY	13	Cloudy			
TUESDAY	14	Fair			
WEDNESDAY	15	Cloudy			
THURSDAY	16	Cloudy			
FRIDAY	17	Showers			
SATURDAY	18	-----			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12	-----
MONDAY 13	No activity by the contractor
TUESDAY 14	PPL notified that street lights are ready for burn in. No activity by contractor.
WEDNESDAY 15	No activity by the contractor.
THURSDAY 16	No activity by the contractor.
FRIDAY 17	No activity by the contractor.
SATURDAY 18	----

REMARKS

SIGNED Bruce Sheard for
Frank Beuhler

LOCATION City of Portland
Project Manager

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9960(1)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30084

6. TO
Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 27,1 985
8. FEDERAL ROUTE NUMBER FAU 9960
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Marine Drive - Union Ave. (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 8-20-85 and based on City of Portland's letter of 7-8-85 the withdrawal of the construction phase for the Phase II work on the 60-inch culvert is approved and Federal-aid participation to reach this conclusion under the Preliminary Engineering Phase II work is also approved.

Please submit final voucher as soon as possible.

RECEIVED
STATE HWY ENGR
SEP - 4 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
9/4

14. DATE 8/29/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. H
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
See Below

2. STATE PROJECT NO.
■ "

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10066
80367
30084

2A. COUNTY NAME
Multnomah &
Washington

6. TO

8-29-85

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
August 26, 1985

8. FEDERAL ROUTE NUMBER
FAU 9022-9867-9960

9. STATE ROUTE NUMBER
City Streets

10. GENERAL LOCATION:
IX-9022(9) East Main St. - East City Limits (Hillsboro)
IX-9867(8) Johnson Creek Bridge Section
IX-9960(2) N. E. Union Ave. - N. E. Marine Drive

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 8-16-85 and 8-20-85 the Program Change adding appropriation code 177 to each of the above projects is approved.

RECEIVED
STATE HWY ENGR
SEP - 4 '85
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
9/4

14. DATE
8/29/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

7901

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9 26			State Oregon
PROJECT REPORT NUMBER			County Multnomah
MODIFICATION NUMBER 1	8-26-85		Project Number IX-9960(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 24, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,740,946	$ 2,938,894
Federal funds	$ 2,329,802	$ 2,329,802 (580) 168,255 (177)
Other revisions		

This modification is made for the following reasons: to include increase in construction and construction engineering cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of AUG, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: E.S. Hunter

Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: August 16, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
IX-9960(2)
N.E. Union Avenue-N. Marine Drive (Portland) Section
Multnomah County

I request your approval of a program change to joint finance the subject project utilizing Appn Code 177 funds available for use on March 14, 1985. This request is for actions after March 14, 1985 and will require the following revision:

1) Appn Code: 177

Revisions in financing are indicated on the attached modification agreement.

RLC:bkb
Attachments
cc: R. Oaks
E.L. Hardt, Metro
W. Schulte, Metro
J. Peterson
General Files

Form 734-3122

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 16, 1985

FEDERAL AID PROJECT NO. IX-9960(2)

N.E. UNION AVENUE-N. MARINE DRIVE (PORTLAND) SECTION
N. VANCOUVER WAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 1+75 to 79+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs (PA 94)	$ 8.50	994	$ 8,449.00	1,400	$11,900.00
Temporary Asphalt Conc. Surfacing	10.30	6,850	70,555.00	10,877.40	112,037.22
2"-0 Aggregate Base (12" Thick)(PA 6A)	5.10	12,658	64,555.00	17,033	86,868.30
Cement Treated Base Mixture	9.50	17,334	164,673.00	20,000	190,000.00
15-inch Storm Sewer Pipe	23.00	905	20,815.00	1,085.50	24,966.50
Concrete Inlets, Type 2 1/2 B	400.00	46	18,400.00	55	22,000.00
CL-4R Chain Line Fence (PA 15 & PA 34)	7.00	140	980.00	440	3,080.00
Concrete Driveways	19.80	1,660	32,868.00	1,800	35,640.00
Concrete Curbs, Type C	5.00	420	2,100.00	1,145.10	5,725.50
Filter Fabric Membrane	0.75	15,192	11,394.00	30,200	22,650.00
84" Conc. MH Riser Joint (PA #10B)	4,200.00	---	---	1	4,200.00
8" Sewer Pipe CL 3 (PA #22B)	29.25	---	---	299	8,745.75
10" Sewer Pipe CL 3 (PA #22C)	30.60	---	---	564	17,258.40
Granular Embankment Material (PA #23A)	8.40	---	---	880	7,392.00
Reconstruct Manhole (PA #24B)	420.00	---	---	18	7,560.00
			$394,789.00		$560,023.67

Increase	$ 165,234.67
Subtotal from Estimate of Oct. 22, 1984	2,246,572.71
Subtotal	$2,411,807.38
Engineering	313,534.62
Total	$2,725,342.00

TYPE CODE Y030
ILLUMINATION

Total as on Estimate of October 22, 1984 $ 4,302.00

Length of Project 1.473 mi.

Cost of Roadway Per Mile $1,850,198.23

RETAIN IN RESERVE

Total as on Estimate of October 22, 1984 $ 209,250.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City Funds
Roadway	177	$ 197,948.00	$ 168,255.00	$ 29,693.00
Roadway	580	2,527,394.00	2,148,284.00	379,110.00
Illumination	580	4,302.00	3,656.00	646.00
SUBTOTAL		$2,729,644.00	$ 2,320,195.00	$ 409,449.00
Reserve	580	209,250.00	177,862.00	31,388.00
TOTAL		$2,938,894.00	$ 2,498,057.00	$ 440,837.00

Group 1 100%
Contract No. 9901
Prefix: 726-1948 P.E.
Prefix: C9901

NONPARTICIPATING CITY WORK

Single Mailbox Supports	Each	2	75.00	$ 150.00
Multiple Mailbox Supports	Each	9	185.00	1,665.00
				$ 1,815.00

RLC:bkb

9901

STATE COPY

TO BE COMPLETED BY FHWA 10-331	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 10-24-84	STATE Oregon COUNTY Multnomah PROJECT NO. IX-9960(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Street N. Vancouver Way (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-5-84	1.473
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,740,946	$ 2,329,802

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 24 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 22, 1984

FEDERAL AID PROJECT NO. IX-9960(2)

N.E. Union Avenue - N. Marine Drive (Portland) Section
N. Vancouver Way
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 1+75 to Sta. 79+55)

Mobilization	Lump Sum	All	Lump Sum	$ 214,709.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	5,104.00
Temporary Signs	Sq. Ft.	994	8.50	8,449.00
Temporary Barricades, Type II	Each	52	20.00	1,040.00
Temporary Barricades, Type III	Each	27	60.00	1,620.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	5,750	12.00	69,000.00
Moving Temporary Concrete Barrier	Lin. Ft.	8,700	2.00	17,400.00
Temporary Plastic Safety Markers	Each	175	23.00	4,025.00
Temporary Striping	Lump Sum	All	Lump Sum	12,540.00
Flaggers	Hour	2,700	1.00	2,700.00
Temporary Amber Flashers	Each	5	395.00	1,975.00
Temporary A.C. Surfacing	Sq. Yd.	6,850	10.30	70,555.00
Temporary Utility Poles	Each	5	444.80	2,224.00
Temporary Mast Arms and Luminaires	Each	4	360.00	1,440.00

ROADWORK

Clearing and Grubbing	Lump Sum	All	Lump Sum	12,800.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	19,800.00
Filling Abandoned Sewer	Cu. Yd.	10	500.00	5,000.00
General Excavation	Cu. Yd.	27,775	6.50	180,537.50
Trench Excavation	Cu. Yd.	15,060	12.00	180,720.00
Granular Trench Backfill	Cu. Yd.	8,303	8.00	66,424.00
Foundation Stabilization	Cu. Yd.	3,266	11.00	35,926.00
Obliteration of Old Roadway	Lump Sum	All	Lump Sum	4,500.00
Watering	M-Gal.	300	12.00	3,600.00
Aggregate Base	Ton	2,300	12.84	29,532.00
Aggregate Base, 1"-0", 6" thick	Sq. Yd.	2,321	3.29	7,636.09
Aggregate Base, 2"-0", 12" thick	Sq. Yd.	12,658	5.10	64,555.80

Cement Treated Base Mixture	Ton	17,334	9.50	164,673.00
Cement in C.T.B. Mixture	Ton	953	75.00	71,475.00
Class "C" Asphalt Concrete Mixture	Ton	7,385	15.60	115,206.00
Asphalt Cement in Mixture	Ton	443	158.00	69,994.00
Hydrated Lime in Mixture	Ton	89	1.00	89.00
Gravel Ballast Surfacing, 4" thick	Sq. Yd.	3,016	5.63	16,980.08
8" Sewer	Lin. Ft.	805	29.00	23,345.00
10" Sewer	Lin. Ft.	766	30.35	23,248.10
12" Permanent Plug	Each	1	50.00	50.00
15" Removable Watertight Plug	Each	1	50.00	50.00
12" Storm Sewer Pipe	Lin. Ft.	445	17.30	7,698.50
15" Storm Sewer Pipe	Lin. Ft.	905	23.00	20,815.00
18" Storm Sewer Pipe	Lin. Ft.	900	26.15	23,535.00
21" Storm Sewer Pipe	Lin. Ft.	932	28.65	26,701.80
24" Storm Sewer Pipe	Lin. Ft.	653	33.15	21,646.95
27" Storm Sewer Pipe	Lin. Ft.	627	39.65	24,860.55
30" Storm Sewer Pipe	Lin. Ft.	925	40.00	37,000.00
36" Storm Sewer Pipe	Lin. Ft.	935	50.00	46,750.00
42" Storm Sewer Pipe	Lin. Ft.	1,470	76.00	111,720.00
Extra for 15" Bevelled Pipe	Lin. Ft.	159	25.00	3,975.00
Extra for 18" Bevelled Pipe	Lin. Ft.	296	27.55	8,154.80
Extra for 21" Bevelled Pipe	Lin. Ft.	182	31.20	5,678.40
Extra for Pipe Under Pavement	Lin. Ft.	1,040	30.00	31,200.00
Bedding Material	Cu. Yd.	805	11.00	8,855.00
Concrete Saddle	Each	2	500.00	1,000.00
Connection to Existing 60" CMP	Lump Sum	All	Lump Sum	1,000.00
Concrete End Wall	Each	3	500.00	1,500.00
48" Concrete Manholes	Each	28	1,300.00	36,400.00
60" Concrete Manholes	Each	9	2,700.00	24,300.00
84" Concrete Manholes	Each	2	4,300.00	8,600.00
Concrete Inlets, Type 2 1/2B	Each	46	400.00	18,400.00
Concrete Inlets, Type D	Each	17	400.00	6,800.00
Fence, Type 2	Lin. Ft.	100	4.00	400.00
CL-4R Chain Link Fence	Lin. Ft.	140	7.00	980.00
CL-6 Chain Link Fence	Lin. Ft.	205	12.00	2,460.00
16' x 72" Chain Link Double Gate	Each	1	500.00	500.00
Concrete Walks	Sq. Yd.	5,587	10.90	60,898.30
Concrete Driveways	Sq. Yd.	1,660	19.80	32,868.00
Reinforced Concrete Driveways	Sq. Yd.	1,301	23.25	30,248.25
Concrete Curbs, Type C	Lin. Ft.	420	5.00	2,100.00
Concrete Curb with 18" Gutter	Lin. Ft.	10,638	5.94	63,189.72
Extra for A.C. Connections and Surfacing	Sq. Yd.	2,617	3.00	7,851.00
Extra for A.C. Embankment	Sq. Yd.	65	56.00	3,640.00
Drainage Curbs	Lin. Ft.	60	5.00	300.00
Filter Fabric Membrane	Sq. Yd.	15,192	0.75	11,394.00
Loose Riprap, Class 100	Cu. Yd.	128	20.00	2,560.00

Filter Blanket	Cu. Yd.	63	11.00	693.00
Adjusting Manholes	Each	24	150.00	3,600.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	1,000.00
Single Post Slip Base Sign Supports	Each	3	850.00	2,550.00
Pipe Sign Posts	Each	87	86.00	7,482.00
Type "AA" Signs in Place	Sq. Ft.	99	24.00	2,376.00
Type "C", "D", "EE" Signs in Place	Sq. Ft.	218	10.50	2,289.00
Type "M" Signs in Place	Sq. Ft.	4	10.00	40.00
Type "T" Signs in Place	Sq. Ft.	84	13.00	1,092.00
Type "U" Signs in Place	Sq. Ft.	67	19.00	1,273.00
Seedng, Fertilizing, & Mulching	Sq. Yd.	8,987	.31	2,785.97
Seeded Lawn Construction	Sq. Yd.	1,458	2.05	2,988.90
				$ 2,228,572.71

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 8,000.00
Temporary Erosion Control	All Required	10,000.00
		$ 18,000.00
	Subtotal	$ 2,246,572.71
	Engineering	280,821.29
	Total	$ 2,527,394.00

TYPE CODE Y030
Illumination

Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	$ 1,441.00
Luminaires, Lamps & Ballasts	Lump Sum	All	Lump Sum	978.00
Switches, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	1,405.00
			Subtotal	$ 3,824.00
			Engineering	478.00
			Total	$ 4,302.00

Length of Project ---------------- 1.473 miles
Cost of Roadway Per Miles -------- $1,715,813.97

RETAIN IN RESERVE

City Furnished Stop Sign With Beacons	All Required	$	1,000.00
Extra Drainage Work	All Required		10,000.00
Repair of Temporary Roadway	All Required		5,000.00
Subgrade Stabilization	All Required		14,000.00
Mast Arm and Luminaire	All Required		500.00
City of Portland (Water Bureau)	All Required		152,000.00
Temporary Illumination (PGE)	All Required		1,500.00
Pacific Northwest Bell	All Required		500.00
Pacific Power & Light	All Required		1,500.00
	Subtotal	$	186,000.00
	Engineering		23,250.00
	Total	$	209,250.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$2,527,394.00	$2,148,284.00	$379,110.00
Illumination	4,302.00	3,656.00	646.00
SUBTOTAL	$2,531,696.00	$2,151,940.00	$379,756.00
Reserve	209,250.00	177,862.00	31,388.00
TOTAL	$2,740,946.00	$2,329,802.00	$411,144.00

Group 1: 100%
Contract No. 9901
Prefix: 726-1948 P.E.
326-1080

NONPARTICIPATING CITY WORK

Single Mailbox Support	Each	2	75.00	$	150.00
Multiple Mailbox Supports	Each	9	185.00		1,665.00
				$	1,815.00

CL:me

11

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 20, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Termination
Project No. IX-9960(1)
Marine Dr. - Union Ave. (Portland) Section
N. Vancouver Way
Multnomah County

I request your approval to terminate the subject project and claim participation for the Phase II preliminary engineering costs in connection with the repair or replacement of the 60-inch culvert authorized by your memo of November 5, 1984.

Enclosed is a copy of a July 8, 1985 memo from the City of Portland which indicates that after detailed inspection it has been determined the remaining service life of the culvert is at least 20 years. The city therefore requests termination of further preliminary engineering work.

I will by separate action request the Accounting Section to prepare and submit a final voucher on the project upon receipt of approval to terminate the project.

CPL:me
Encl.
cc: E. Hardt (Metro)
Gary Zehner
Jan Peterson
General Files

Form 734-3122

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9960(2)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Multnomah

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30084

6. TO:

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: May 3, 1985

8. FEDERAL ROUTE NUMBER: FAU 9960

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:
N. E. Union Ave. - N. E. Marine Dr. (Portland)

11. GENERAL DESCRIPTION OF WORK
Furnish and install temporary illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5-3-85 as requested in Mr. Fredrickson's letter of 8-1-85 as being cost effective for the use of PGE forces to proceed with the above work. State Force Order No. 2 representing work to be performed by Portland General Electric forces is approved for a TEC of $1,183.40; Federal Funds $1,006.00.

RECEIVED
STATE HWY ENGR
AUG - 8 '85
REFER TO Potter
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

Orig to
8/8

14. DATE: 8/5/85

15. SIGNATURE OF APPROVING OFFICIAL: C W Christianson

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9960(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30084

6. TO

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 3, 1985

8. FEDERAL ROUTE NUMBER FAU 9960

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION: N. E. Union Ave. - N. E. Marine Dr. (Portland)

11. GENERAL DESCRIPTION OF WORK: Provide service drops for temporary illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5-3-85 as requested in Mr. Fredrickson's letter of 8-1-85 as being cost effective for the use of PP&L forces to proceed with the above work. State Force Order No. 3 representing work to be performed by PP&L forces is approved for a TEC of $340.00; Federal Funds $289.00.

RECEIVED
STATE HWY ENGR
AUG - 8 '85
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to
8/8

14. DATE 8/5/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9960(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30084

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7-9-85	FAU 9960	City Street

10. GENERAL LOCATION:

N. E. Union Ave. - N. E. Marine Dr. (Portland)

11. GENERAL DESCRIPTION OF WORK

Install stop sign with beacon and underground power connection to City of Portland pump Station.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 7-9-85 as requested in Mr. Fredrickson's letter of 7-16-85 as being cost effective for the use of City of Portland forces to proceed with the above work. State Force Order No.5 representing work to be performed by City of Portland forces is approved for a TEC of $1,825; Federal Funds $1,551.

RECEIVED
STATE HWY ENGR
JUL 31 '85
REFER TO
Potter
FOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/29/85	G. K. Hosner	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119-3721
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

Notice to Public Agency and
Original Contractor or Reputed
Contractor as required by
Oregon Lien Laws.

CORRECTION SX-07793

Date: [illegible]

TO: OREGON SEPT OF TRANS.
(Public Agency)
121 TRANSPORTATION BLDG.
SALEM, OREGON 97310

TO: CASCADE CONST.
(Contractor)
FR. OF S. W. ABSRNATHY
PORTLAND, OREGON 97205

#9901

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish 2-3/8" O. D. x .154 WALL BLACK P. E. PIPE

equipment or materials for a total estimated price of $ 1104.00
ONE THOUSAND ONE HUNDRED AND FOUR DOLLARS

For the building, structure, or other work of improvement located at:

N. E. UNION - N. E. MARINE DR.
VANCOUVER WAY
PORTLAND, OREGON

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

BONDING
FIREMAN'S FUND
1600 S. W. 4th
PORTLAND, OREGON 97205

THE LADY'S CONST. CO.
P.O. BOX H
WEST LINN, OREGON 97068

By: A. M. Roberts
L. B. FOSTER COMPANY

RECEIVED
MAY 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119-3721
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

Notice to Public Agency and Original Contractor or Reputed Contractor as required by Oregon Lien Laws.

TO: Oregon Dept of Transportation
(Public Agency)
121 Transportation Bldg.
Salem, OR 97310

Date: APR 30 1985

SX07793

TO: Cascade Const.
(Contractor)
Ft. of S.W. Absrnathy
Portland, OR

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish 2-3/8 O.D. X .154 wall Black P.E. Pipe

equipment or materials for a total estimated price of $ 5,000.00
Five thousand dollars

For the building, structure, or other work of improvement located at:

N.E. Union - N.E. Marine Dr
Vancouver Way

Portland, OR

9901

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

BONDING: Fireman's Fund
1600 S.W. 4th
Portland, OR

The Lady's Const. Co.
P.O. Box H
West Linn, OR 97068

By: A.M. Roberts
L. B. FOSTER COMPANY

RECEIVED
MAY 06 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPO

9901

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

November 30, 1984

Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

copy
CON
21-10-1

NOTED
E. S. HUNTER

Attention: E. S. Hunter, P. E., P.L.S.
Assistant State Highway Engineer

Dear Ed:

Thanks for the reply. We discussed this problem on several levels within the OSHD and the City. A personal visit with Kesterson was arranged with Dick LaDick our Vice President of Operations which generated a luncheon discussion with two concrete contractors and Kesterson. All discussions were very frank and we believe an understanding of each others problems was achieved.

The initial success of these efforts will be measured by the quotes we will receive on the work he will oversee. The final result will be known when that work is completed.

It is our intent to bid work where he is involved.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton
Vice President, Engineering

cy- Coulter
Schwartz
Potter
Versteeg
Christensen
Frederickson
Hanst
GRM:mk 12-3-84

cc: File

RECEIVED
STATE HWY ENGR
DEC 3 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

SHM67.ja

November 28, 1984

George R. Morton
Vice President - Engineering
Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

DES 16

Dear George,

As always, I enjoyed our recent visit. The problems you encountered on the Union Avenue-Marine Drive project and your concerns for the Hollywood District Transportation project have been relayed to our Metro Region personnel. They are investigating the problems and will, to the best of their ability, try to resolve them.

I must point out that both of these projects were designed and funded by the City of Portland under the Interstate Transfer Program and are to be constructed by them. As such, the Highway Division has very limited authority for the administration of the projects. Our primary involvement was with the advertisement and award of the contracts. It may be of little consolation but if the State were doing the construction engineering, the survey in question would have been provided at no cost to the contractor.

I wish I could be more positive in my response to you, but our involvement and authority over these projects is very limited. Our Region personnel will continue to monitor construction activities and will help resolve conflicts that arise.

Sincerely,

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter (enc.)
W. E. Schwartz "
Gary Potter "
J. H. Versteeg "
D. O. Christensen "
C. O. Fredrickson "
Ed Hardt "

SHM:ja

Hal – subsection 308.01 states that the CTB is to be "constructed in reasonably close conformity to the lines, grades, thicknesses and cross sections indicated on the plans or established by the engineer."

Subsection 105.08 states that "The Engineer will set construction stakes establishing lines, slopes and continuous profile grade for roadwork. - - - These stakes and marks shall constitute the field control by and in accordance with which the Contractor shall establish other necessary controls and perform the work."

I talked with Marion Craft who was aware of the problem. Mr Kesterson's supervisor, I think his name is Hull, has been in contact with Marion Craft & Al Harwood. Marion thought that the City had agreed to do better but he didn't know just what yet. Marion said he would pursue it further.

Marion said that the State crew would probably mark the elevation of the top of CTB on the curb and also set stakes on ℄.

ARHB

**Cascade
Construction
Company, Inc.**

General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

November 9, 1984

RECEIVED
STAT HWY ENGR
NOV 13 '84
REFER TO Flerstug
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

Oregon State Highway Division
200 Transportation Building
Salem, OR 97310

Attention: Ed Hunter

I enjoyed lunch and the opportunity to unload some of our problems. Thanks for the opportunity I thought you might like to see the attached letter, which is the potential problem I mentioned if same person is on the Hollywood District Project. We expect Mr. Kesterson to be the Project Manager.

The circumstances leading up to this were as follows:

a. A one hour pre CTB meeting to set up procedure for the CTB. We had our Superintendent and V. P. Operations present.

b. We placed CTB as agreed in a.

c. We are ready to place remainder, which generated this problem.

Our people fear that he in some way has some influence over the other Project Managers in this group and will always be in the background if some other Project Manager is assigned. It would be our choice that the OSHD have their own Project Manager run the Hollywood District project, which looks like it could be a messy tough job in any case.

The following people have stated their opinion of this person and probably should be contacted for confirmation of a problem.

Tom Winge - Van Lom and Winge
Don Donovan - K. F. Jacobsen
Walts Concrete
Don Eudaly - Eudaly Bros.
Terry Stein - T. Stein Construction
Bob Hatch - R. A. Hatch Co.
Mocon

RECEIVED
ROAD DESIGN SECTION

1 Versteeg
Anderson
Adams
3
Edwards
Lappin
Trout
Wakerlig

2 Duane
Do
Ret
Bring Up
Action

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton
Vice President, Engineering

GRM:mk

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

We understand that the Project Manager wants to charge us $500.00 per day to have the Survey Crew available to shoot grades as we place the Cement Treated Base.

Referring to Section 308.01 we quote:

... The Cement Treated Base, hereinafter referred to as CTB, shall be constructed in reasonably close conformity to the lines, grades, thicknesses and cross sections indicated on the plans or established by the Engineer.

It has been common construction practice in this area for the Engineer to establish the grade, and we do not understand why the Engineer wants to charge us for the Survey Crew.

Section 308.32 (c) states in the third paragraph ... The spreading equipment may be provided with a control system ..., if the Contractor so elects.

We do not so elect, and therefore request that grades be established by the Engineer. If we are charged for this service we shall proceed through the Claim procedure process to gain reimbursement.

November 21, 1984

City of Portland
1220 SW 5th Avenue
Portland, OR 97204

AGR 4-1

Attention: Jewel Lansing
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files are two fully executed copies of a supplemental agreement concerning the construction of the Marine Drive-Union Avenue Section of North Vancouver Way.

We are retaining a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

9901

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9960(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.
5. ITEM NO. 30084

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-31-84
8. FEDERAL ROUTE NUMBER FAU-9960
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

MARINE DRIVE - UNION AVENUE (PROTLAND) SECTION

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
XX☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of October 29, 1984 the program change adding Phase II Preliminary Engineering to construct a culvert to the character of work is approved with no increase in funding.

RECEIVED
STATE HWY ENGR
NOV 6 '84
REFER TO Potter
FOR
Info Inst R/D D/R Sign Act File

orig. to 11/6

14. DATE 11/5/84
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 29, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-9960(1)
Marine Drive-Union Ave. (Portland) Section
N. Vancouver Way
Multnomah County

I request your approval of a program change to include in the proposed work, preliminary engineering necessary for the replacement or repair of a 60 inch culvert as indicated on the enclosed project prospectus. The construction work necessary to accomplish the replacement will be done under a future contract.

No increase in costs as currently under agreement on this project is anticipated for the additional preliminary engineering work.

CPL:bkb
Enc.
cc: Ted Spence
F. Terpin
General Files

Form 734-3122

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9960(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3 FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30084

6 TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
W. E. SCHWARTZ
cy
10/29

RECEIVED
STATE HWY ENGR
OCT 24 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7 DATE AUTHORIZATION EFFECTIVE 9/27/84

8. FEDERAL ROUTE NUMBER FAU 9960

9 STATE ROUTE NUMBER City Street

10 GENERAL LOCATION

NE Union Avenue - N Marine Drive

11 GENERAL DESCRIPTION OF WORK

Utility Adjustment

12 YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 10/1/84 this will confirm the advance approval date of 9/27/84 to proceed with the actual adjustments for the City of Portland, Bureau of Water Works water facility relocation on an actual cost basis estimated to be $184,694; Federal Funds $156,990 contingent upon modification of Project Agreement if additional funds are required.

The agreement with the City of Portland, Bureau of Water Works is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14 DATE 10/16/84

15 SIGNATURE OF APPROVING OFFICIAL G K Hessner

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

October 12, 1984

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

CON 5

#9901

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9901 for work on the N. E. Union Ave.-North Marine Drive (Portland) Section of North Vancouver Way in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: The Travelers Indemnity Company
Surety Department
707 S. W. Washington Street
Portland, OR 97205

Don Rager & Company, Inc.
200 S. W. Market Street, Suite 210
Portland, OR 97210

bc: C. O. Fredrickson
Bruce Walton
Walt Hart
Janice Peterson
E. L. Hardt
Mike Smith

BID: 0924 NE UNION N MARINE DRIVE

OSHD OREGON STATE HIGHWAY DI
VACCOUNTING DIVISION
SALEM, OREGON 97310

CASCADE CONSTRUCTION CO.
QUOTE SHEET
PIPE

DIRT AGGREGATE INTER

ITEM	DESCRIPTION	QTY	RATE	TOTAL
017	FILLING ABANDONED	10	50.00	500.00
019	TRENCH EXCAVATION	15060	12.00	180720.00
020	GRANULAR TRENCH B	8303	8.00	66424.00
021	FOUNDATIN STABILI	3266	11.00	35926.00
033	8" SEWER	805	29.00	23345.00
034	10" SEWER	766	30.35	23248.10
035	12" PERMANENT PLU	1	50.00	50.00
036	15" REM WATERTIGH	1	50.00	50.00
037	12" STORM SEWER P	445	17.30	7698.50
038	15" STORM SEWER P	905	23.00	20815.00
039	18" STORM SEWER P	900	26.15	23535.00
040	21" STORM SEWER P	932	28.65	26701.80
041	24" STORM SEWER P	653	33.15	21646.95
042	27" STORM SEWER P	627	39.65	24860.55
043	30" STORM SEWER P	925	40.00	37000.00
044	36" STORM SEWER P	935	50.00	46750.00
045	42" STORM SEWER P	1470	76.00	111720.00
046	EXTRA FOR 15" BEV	159	25.00	3975.00
047	EX FOR 18" BEV PI	296	27.55	8154.80
048	EX FOR 21" BEV PI	182	31.20	5678.40
049	EXTRA FOR PIPE U	1040	30.00	31200.00
050	BEDDING MATERIAL	805	11.00	8855.00
051	CONCRETE SADDLE	2	500.00	1000.00
052	CONN TO EXIST 60"	1	1000.00	1000.00
053	CONC END WALL	3	500.00	1500.00
054	48" CONC MANHOLES	28	1300.00	36400.00
055	60" CONC MANHOLES	9	2700.00	24300.00
056	84" CONC MANHOLES	2	4300.00	8600.00
057	CONC INLETS TYPE	46	400.00	18400.00
058	CONC INLETS TYPE	17	400.00	6800.00
072	LOOSE RIPRAP, CLA	128	20.00	2560.00
073	FILTER BLANKET	63	11.00	693.00
074	ADJUSTING MANHOLE	24	150.00	3600.00
		TOTALS:		813707.10

BID: 0924 NE UNION N MARINE DRIVE

OSHD OREGON STATE HIGHWAY DI
VACCOUNTING DIVISION
SALEM, OREGON 97310

ITEM DESCRIPTION	QTY	THE LADY'S CONSTRUCT RATE	TOTAL
003 TEMPORARY SIGNS	994	8.50	8449.00
004 TEMP BARR TYPE II	52	20.00	1040.00
005 TEMPORARY BARR TY	27	60.00	1620.00
008 TEMP PLAS SAF MAR	175	23.00	4025.00
010 FLAGGERS	2700	8.00	21600.00
011 TEMPORARY AMBER F	5	395.00	1975.00
075 SINGLE MAILBOX SU	2	75.00	150.00
076 MULTIPLE MAILBOX	9	185.00	1665.00
077 REM OF EXIST SIGN	1	1000.00	1000.00
078 SGL POST SLIP BAS	3	850.00	2550.00
079 PIPE SIGN POSTS	87	86.00	7482.00
080 TYPE AA SIGNS IN	99	24.00	2376.00
081 TYPE C D EE SIGN	218	10.50	2289.00
082 TYPE M SIGNS IN P	4	10.00	40.00
083 TYPE T SIGNS IN P	84	13.00	1092.00
084 TYPE U SIGNS IN P	67	19.00	1273.00
	TOTALS		58626.00

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

September 28, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

RE: N. E. Union Avenue to N. Marine Drive
(Portland) FAU 9960 (Vancouver Way)

TO WHOM IT MAY CONCERN:

Our documentation of our intent to sign subcontracts with certain DBE and WBE firms is attached. These firms will receive the same material for their records.

Our percentages are as follows:

DBE	$813,707.10	37%
WBE	$ 58,626.00	3%

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton
George R. Morton
Vice President, Engineering

GRM:mk

cc: 4-70

RECEIVED
OCT 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

September 28, 1984

Dirt & Aggregate Interchange, Inc.
20905 N. E. Sandy Blvd.
Troutdale, OR 97060

RE: N. E. Union Avenue to N. Marine Drive
(Portland) FAU 9960 (Vancouver Way)

If awarded this project we will issue our usual subcontract to you for the following bid items and amounts:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
17	Filling Abandoned Sewer	10 C.Y.	50.00	500.00
19	Trench Excavation	15,060 C.Y.	12.00	180,720.00
20	Granular Trench Backfill	8,303 C.Y.	8.00	66,424.00
21	Foundation Stabilization	3,266 C.Y.	11.00	35,926.00
33	8 inch sewer	805 L.F.	29.00	23,345.00
34	10 inch sewer	766 L.F.	30.35	23,248.10
35	12 inch Permanent Plug	1 Each	50.00	50.00
36	15-inch Removable Watertight Plug	1 Each	50.00	50.00
37	12-inch Storm Sewer Pipe	445 L.F.	17.30	7,698.50
38	15-inch Storm Sewer Pipe	905 L.F.	23.00	20,815.00
39	18-inch Storm Sewer Pipe	900 L.F.	26.15	23,535.00
40	21 inch Storm Sewer Pipe	932 L.F.	28.65	26,701.80
41	24-inch Storm Sewer Pipe	653 L.F.	33.15	21,646.95
42	27-inch Storm Sewer Pipe	627 L.F.	39.65	24,860.55
43	30-inch Storm Sewer Pipe	925 L.F.	40.00	37,000.00
44	36-inch Storm Sewer Pipe	935 L.F.	50.00	46,750.00
45	42-inch Storm Sewer Pipe	1,470 L.F.	76.00	111,720.00
46	Extra for 15" Bevelled Pipe	159 L.F.	25.00	3,975.00
47	Extra for 18-inch Bevelled Pipe	296 L.F.	27.55	8,154.80
48	Extra for 21-inch Bevelled Pipe	182 L.F.	31.20	5,678.40
49	Extra for Pipe Under Pavement	1,040 L.F.	30.00	31,200.00
50	Bedding Material	805 C.Y.	11.00	8,855.00
51	Concrete Saddle	2 Each	500.00	1,000.00
52	Connection to Existing 60-inch CMP	L.S.	1,000.00	1,000.00
53	Concrete End Wall	3 Each	500.00	1,500.00
54	48-inch Concrete Manholes	28 Each	1,300.00	36,400.00
55	60-inch Concrete Manholes	9 Each	2,700.00	24,300.00
56	84-inch Concrete Manholes	2 Each	4,300.00	8,600.00
57	Concrete Inlets, Type 2½ B	46 Each	400.00	18,400.00

RECEIVED
OCT 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Dirt and Aggregate Interchange, Inc.
20905 N. E. Sandy Blvd.
Troutdale, OR 97060

September 28, 1984
Page 2

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
58	Concrete Inlets, Type D	17 Each	400.00	6,800.00
72	Loose Riprap, Class 100	128 C.Y.	20.00	2,560.00
73	Filter Blanket	63 C.Y.	11.00	693.00
74	Adjusting Manholes	24 Each	150.00	3,600.00
			TOTAL	813,707.10

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton
George R. Morton
Vice President, Engineering

GRM:mk

cc: 4-70

RECEIVED
OCT 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

September 28, 1984

The Lady's Construction Co.
P. O. Box H
West Linn, OR 97068

RE: N. E. Union Avenue to N. Marine Drive
(Portland) FAU 9960 (Vancouver Way)

If awarded this project we will issue our usual subcontract to you for the following bid items and amounts:

ITEM	DESCRIPTION				
3	Temporary Signs	994	S.F.	8.50	8,449.00
4	Temporary Barricades Type II	52	Each	20.00	1,040.00
5	Temporary Barricades Type III	27	Each	60.00	1,620.00
8	Temporary Plastic Safety Markers	175	Each	23.00	4,025.00
10	Flaggers	2,700	Each	8.00	21,600.00
11	Temporary Amber Flashers	5	Each	395.00	1,975.00
75	Single Mailbox Support	2	Each	75.00	150.00
76	Multiple Mailbox Supports	9	Each	185.00	1,665.00
77	Removal of Existing Sign Installations		L.S.	1,000.00	1,000.00
78	Single Post Slip Base Sign Supports	3	Each	850.00	2,550.00
79	Pipe Sign Posts	87	Each	86.00	7,482.00
80	Type "AA Signs in Place	99	S.F.	24.00	2,376.00
81	Type "C", "D", "EE" Signs in Place	218	S.F.	10.50	2,289.00
82	Type "M" Signs in Place	4	S.F.	10.00	40.00
83	Type "T" Signs in Place	84	S.F.	13.00	1,092.00
84	Type "U" Signs in Place	67	S.F.	19.00	1,273.00
				Total	58,626.00

RECEIVED
OCT 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton
Vice President, Engineering

GRM:mk
cc: 4-70

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

October 1, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Facilities Adjustment
Bureau of Water Works
City of Portland
NE Union Ave.-N. Marine Dr. (Portland) Section
N. Vancouver Way (FAU 9960)
Multnomah County
Project No. IX-9960(2)

Here is a copy of an estimate of cost to adjust City of Portland's Bureau of Water Works' facilities dated August 29, 1984, and a sketch showing their proposed relocation.

A certification prepared by Frank S. Buehler, Project Manager, City of Portland Bureau of Water Works' rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Bureau of Water Works was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued, as the facilities will occupy city street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of September 27, 1984, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $184,694.

JMC/GAP/nv
Enc.
cc: E. S. Hunter
✓J. M. Cartwright
Frank S. Buehler, City of Portland
R. L. Fleming

RECE
OCT 3 1984

9901

September 27, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
Attn: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Adjustment
Bureau of Water Works
City of Portland
NE Union Ave.-N. Marine Drive Section
N. Vancouver Way (FAU 9960)
Multnomah County
Project No. IX-9960(2)

Dear Mr. Christianson:

Confirmation of your verbal authorization for the City of Portland's Bureau of Water Works to proceed with the relocation of their water facilities in conflict with this project as of September 27, 1984, is requested. An estimate of cost has been received from the Bureau of Water Works in the amount of $185,000. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
September 27, 1984, is approved

C. T. Christianson, Area Engineer

JMC/nv
cc: E. S. Hunter
W. F. Cobine
E. L. Hardt
Mike Smith
Frank S. Buehler - City of Portland
R. L. Fleming
Pete Gonzalez

9901

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Mike Lindberg, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

September 14, 1984

Dick Fleming, Utility Coordinator
ODOT
5821 NE Glisan
Portland, Oregon 97213

Re: NE Union Avenue to N. Marine Dr. (Portland) Section FAU 9960
(Vancouver Way)

Dear Dick,

In addition to adjustment of surface appurtenances, the Portland Water Bureau has found it necessary to regrade and relocate eight sections of existing 12-inch D.I. water main. This work is necessary because of indicated substantial cuts below the existing roadway. All the water main regrading and relocation falls within the single one-way traffic lane open for use during Stage 2 construction. Consequently, this work must be done either before Stage 2 or during Stage 3, in which case Water Bureau crews would interfere with the Contractor's roadwork.

In order to minimize interference with the Contractor's operations, we propose to complete main work on the half of the project south of Middlefield Road before Stage 2 work commences. This includes the five sections of water main shown on sheets 5 through 9 of the attached set of plans, and will take approximately seven weeks to complete. I anticipate the Contractor will be ready to start Stage 2 work by November 19, so water main work must start no later than October 1.

We would appreciate your making whatever arrangements are necessary to allow on-site work to commence on the above date. The attached State Force Order covers the Water Bureau anticipated item in its entirety and is submitted without contract or prefix numbers since the same have not yet been established.

Please let me know if you need any additional information.

Sincerely,

Frank S. Buehler, P.E.
Project Manager
Bureau of Transportation Engineering

RECEIVED
SEP 19 1984
RR & UTILITY UNIT

FSB:jw 796-7567

Attachments

[illegible] PL 4.1

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
JAMES L. DOANE
CHIEF ENGINEER

t. No.

Date 29 AUGUST 84

JOB ESTIMATE

Atlas Sheet 1929

Job No. 8816

For

Origin

Dated 29 AUGUST 84

LOCATION N. VANCOUVER WAY

ODOT JOB #6636 FAIX
BTE JOB 4044, FAU 9960

Est. cost of: installing service, extending main, hydrant, adjusting water facilities
to supply ______ service for

RELOCATE 12" D.I.
ADJUST FACILITIES

BACKFLOW PREVENTION DEVICE REQUIRED
YES ____ NO ____
CITY ____ PRIVATE ____
APPROVED ____

Comb. ____ Hose Reel ____
Air Cond. ____ Hydrants ____
Boiler Feed ____ Chemicals ____
Medical ____

Requested by

Phone Number

By
Carl Goebel, Administrator

ESTIMATED COST

	RELOCATE 12"	ADJUST FACILITIES
Total Material	~~58,226.82~~ 58,925.82	~~1146.00~~ 1301.07
Total Labor	41,603.18 ✓	14,829.58
Total Trucks and Misc. Equipment	~~18,445.20~~ 18,555.20	4,215.66
Pavement Repair	16,509.59 ✓	960.00
Engineering	3,623.91 ✓	79.86
~~Permits~~	~~331.00~~ 0	~~40.00~~ 0
Sub-Total	~~139,259.27~~ 139217.57	~~21,270.15~~ 21,385.1
+ 15% Overhead	~~20,885.85~~ 20,882.64	~~3,190.52~~ 3,207.7
Total Estimated Cost	~~160,125.5~~ 160100.21	~~24,460.67~~ 24,5929

(Good for 30 days)

APPROVED Date 9/26/84
IN COMPLIANCE WITH
R L Evans
Asst. Controller

Revenue ____ 7
File Card ____
By ____ Checked

Submitted by:
Eng. Date 8/29/84
Eng. Date
Eng. Date

THIS IS A TRUE COPY
OF THE ORIGINAL
IN WATER BUREAU FILES
9/12/84

1/19

Approved 8/30/84

Approved

Carl Goebel, Administrator

[illegible]

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
James L. Doane
CHIEF ENGINEER

JOB ESTIMATE

Job No. 5816

[illegible]. No.
Date
Atlas Sheet
For

Origin N Vancouver Way Dated

LOCATION

Facilities Admin

MATERIAL			
Quant.	Kind	Amount	
23	C[illegible] Valve [illegible] 7.95	182	85
16	8" Meter Box @ 13.95	223	20
160	3/4" Cu @ .79	126	40
32	3/4" [illegible] @ .98	31	36
16	3/4" [illegible] @ 6.95	111	20
16	3/4" [illegible] 3.95	63	20
13	#7 [illegible] @ 7	91	00
4	24" [illegible] @ .85	3	40
4	[illegible] @ 4.10	16	40
5	1/2" [illegible] @ 48.50	242	50

Sub-Total 1091 51
+ 5% Stock Handling 54 58

19

ENGINEERING				
Design	Rate	Hr	Amount	
Engineer	19.83	2	39	7
Draftsman	19.42	2	38	8
Inspector				
Survey Crew				
Eng. Material	.20	4		
SUB-TOTAL			79	
EQUIPMENT				
Survey Truck				
Inspector Car				
SUB-TOTAL				
TOTAL ENGINEERING			79	

PAVEMENT REPAIR

Kind 3 to 7" Sq. Ft. 600

	960
600 @ 1.60	
PAVEMENT REPAIR COST	960

Remarks:

PERMIT FEE

160' @ .25 = 40.0

Est. by G

Date 2. 29

CITY OF PORTLAND, OREGON Est. No. ____________

James L. Doane

CHIEF ENGINEER Date ____________

JOB ESTIMATE Atlas Sheet ____________

Job No. 8816

For ____________

Origin ____________ Dated ____________

Facilities Ad. LOCATION

LABOR				
Classification	Rate	Hrs	Amount	
Foreman	20 50	2	41	00
Mechanic	18 00	160	2880	00
Utility Worker	17 00	[illegible]	2720	00
Grademan				
Water Works Helper	16 00	220	3520	00
Common Laborer				
AEO #2	18 00	160	2880	00
CEO #1				
CEO #2	[illegible]	[illegible]	1440	00
CEO #3				
Welder				
Welder Apprentice				
Carpenter				
Carpenter Apprentice				
Cement Finisher				
Cement Finisher App.				
Brick Mason				
Tar Man				
AEO on Tk. Mtd. Comp.				
Jackhammer Operation				
Depth over 6'				
Height over 15'				
CEO #1 on Backhoe				
[illegible]			1348	10
3/19 Total Labor			14,821	10

TRUCKS & MISC. EQUIPMENT				
Kind	Rate	Hrs	Amoun	
Backhoe	10 40	80	832	0
Scoop				
Dump Truck	12 10	120	1452	0
Pick-Up				
Service Tr.	5 90	80	472	0
Frm Car	3 00	2	6	0
Crane #13				
Crane mtd. trk's.	17 90	40	716	0
Welding tr.				
Comp. trl. mtd.				
Comp. tr. mtd.				
Hydra Hammer				
Rock Drill				
Power Sweeper				
Cement Tr.	9 90	4	39	6
4 Ton Flat Bed				
Traffic Signal Lite				
Concrete Saw	3 30	20	66	0
[illegible] Truck	5 90	80	472	0
Tap Machine				
Pipe Saw	8 00	20	160	0
Tamper				
Jackhammer				
Portable Pump				
D Tap Machine				
Portable Gen.				
		Total	4215	6

CITY OF PORTLAND, OREGON
James L. Doane
CHIEF ENGINEER

No. ____

Date 16 Aug 84

JOB ESTIMATE

Atlas Sheet 1929

Job No. 3916

For 12" D.I.

Origin Sheet 2 of 9 Dated ____

LOCATION
N. Vancouver Way
South of Marine Drive

MATERIAL			
ant.	Kind	Amount	
00	ft of 12" D.I. @ 12.75	5100	00
1	12" x 6" Hyd Tee	121	70
2	12" Solid Sleeve @ 22.40	44	80
7	12" Retainer Glands @ 35.55	234	83
1	6" Solid Sleeve @ 46.69	46	69
2	[illegible] Cl. @ 1.50	3	00
35	yds³ backfill 4.10	553	50
2	12" Offset @ 500.00	600	00
	Sub-Total	4754	57
	4/19 + 5% Stock Handling	337	73
	Total Material	[illegible]	[illegible]

ENGINEERING				
Design	Rate	Hr	Amoun	
Engineer	21.75	1	21	7
Draftsman	19.75	10	197	5
Inspector	23.50	2	47	0
Survey Crew	48.50	4	194	0
Eng. Material	.20	17	3	4
+ 10% [illegible] SUB-TOTAL			510	1
EQUIPMENT				
Survey Truck	5.80	4	23	2
Inspector Car	3.00	2	6	0
SUB-TOTAL			29	2
TOTAL ENGINEERING			539	3

PAVEMENT REPAIR

Kind 2" Bit Cl. - B Sq. Ft. 2400

400 × 6 = 2400 @ 1.20	2880	0
PAVEMENT REPAIR COST	2880	0

Remarks:

Permit Fee

405' @ 25¢ = 101.25

Est. by ____ Date ____

CITY OF PORTLAND, OREGON Est. No. ____________

James L. Doane
CHIEF ENGINEER

Date 16 Aug 81

JOB ESTIMATE

Atlas Sheet 1929

Job No. 654

For 12" D.I.

Origin Sheet 2 of 9 Dated ____________

LOCATION

N Vancouver Way 77+00 - 77+00

South of Marine Drive

LABOR				
Classification	Rate	Hrs	Amount	
Foreman	20.50	2	41	00
Mechanic	18.00	40	720	00
Utility Worker	15.00	40	600	00
Grademan	15.00	40	600	00
Water Works Helper	14.00	48	672	00
Common Laborer				
AEO #2	16.00	72	1152	00
CEO #1	17.00	32	544	00
CEO #2	18.00	40	720	00
CEO #3				
Welder				
Welder Apprentice				
Carpenter				
Carpenter Apprentice				
Cement Finisher				
Cement Finisher App.				
Brick Mason				
Tar Man				
AEO on Tk. Mtd. Comp.				
Jackhammer Operation				
Depth over 6'				
Height over 15'				
CEO #1 on Backhoe	Sub total		5049	00
10% Wage Adj.			504	90
Total Labor			5553	90

6/19

TRUCKS & MISC. EQUIPMENT				
Kind	Rate	Hrs	Amount	
Backhoe	17.90	32	572	8
Scoop	12.30	32	393	6
Dump Truck	13.10	64	838	4
Pick-Up	5.00	40	200	0
Service Tr.	5.90	40	236	0
Frm Car	3.00	2	6	0
Crane #13				
Crane mtd. trk's.	18.20	8	145	6
Welding tr.				
Comp. trl. mtd.				
Comp. tr. mtd.				
Hydra Hammer				
Rock Drill				
Power Sweeper				
Cement Tr.				
4 Ton Flat Bed				
Traffic Signal Lite				
Concrete Saw	3.50	4	13	2
Tap Machine				
Pipe Saw	8.00	4	32	0
Tamper				
Jackhammer				
Portable Pump				
D Tap Machine				
Portable Gen.				
		Total	2437	6

CITY OF PORTLAND, OREGON
James L. Doane
CHIEF ENGINEER

No. ____________

Date Aug 17 84

JOB ESTIMATE

Atlas Sheet 1929

Job No. 8816

For 12" DI

Origin Sheet 3 of 9 Dated ____________

LOCATION

N Vancouver Wa.

Public Works 66+20 - 70+60

MATERIAL			
ant.	Kind	Amount	
43	Cl 12" DI @ 12.75	5648	25
2	12" solid Slv @ 27.90	55	80
1	12" Butterfly @ 550.00	550	00
4	12" 45° B @ 131.92	527	68
10	12" [illegible] @ 35.61	356	10
150	yds backfill @ 4.10	615	00
2	[illegible] @ 1.50	3	00
	Sub-Total	7744	83
419	+ 5% Stock Handling	397	24

ENGINEERING				
Design	Rate	Hr	Amount	
Engineer	21.75	1	21	7
Draftsman	10.35	10	107	5
Inspector	23.50	2	47	0
Survey Crew	48.50	2	97	0
Eng. Material	.20	15	3	0
10% wage adj SUB-TOTAL			402	9
EQUIPMENT				
Survey Truck	5.80	2	11	6
Inspector Car	3.00	2	6	0
SUB-TOTAL			17	6
TOTAL ENGINEERING			420	5

PAVEMENT REPAIR

Kind Bituminous Sq. Ft. 2658

443 x 6 @ 1.20 =	3186	
PAVEMENT REPAIR COST	3186	0

Remarks:

Permit Fee

443ft @ .25/ft = 110.75

Est. by ________ Date ________

CITY OF PORTLAND, OREGON Est. No. ____

James L. Doane
CHIEF ENGINEER

Date Aug 17 84

JOB ESTIMATE

Atlas Sheet 1929

Job No. 8316

For 12" DI

Origin Sheet 3 of 4

Dated ____

LOCATION
N Vancouver Way
Public Works 66+80 - 70+60

LABOR

Classification	Rate	Hrs	Amount	
Foreman	20^{50}	2	41	00
Mechanic	18^{00}	40	720	00
Utility Worker	15^{00}	40	600	00
Grademan	15^{00}	40	600	00
Water Works Helper	14^{00}	48	672	00
Common Laborer				
AEO #2	16^{00}	72	1152	00
CEO #1	17^{00}	32	544	00
CEO #2	18^{00}	40	720	00
CEO #3				
Welder				
Welder Apprentice				
Carpenter				
Carpenter Apprentice				
Cement Finisher				
Cement Finisher App.				
Brick Mason				
Tar Man				
AEO on Tk. Mtd. Comp.				
Jackhammer Operation				
Depth over 6'				
Height over 15'				
CEO #1 on Backhoe	Subtotal		5049	00
10% WAGE ADJ			504	90
Total Labor			5553	90

③ 7/19

TRUCKS & MISC. EQUIPMENT

Kind	Rate	Hrs	Amount	
Backhoe	17^{90}	32	572	8
Scoop	12^{30}	32	393	6
Dump Truck	13^{10}	64	838	4
Pick-Up	5^{00}	40	200	0
Service Tr.	5^{90}	40	236	0
Frm Car	3^{00}	2	6	0
Crane #13				
Crane mtd. trk's.	18^{20}	8	145	6
Welding tr.				
Comp. trl. mtd.				
Comp. tr. mtd.				
Hydra Hammer				
Rock Drill				
Power Sweeper				
Cement Tr.				
4 Ton Flat Bed				
Traffic Signal Lite				
Concrete Saw	3^{30}	4	13	2
Tap Machine				
Pipe Saw	8^{00}	4	32	0
Tamper				
Jackhammer				
Portable Pump				
D Tap Machine				
Portable Gen.				
		Total	2437	6

CITY OF PORTLAND, OREGON
James L. Doane
CHIEF ENGINEER

JOB ESTIMATE

t. No. ____________

Date 20 Aug 84

Atlas Sheet 1729

Job No. 6816

For 12" DI

Origin Sheet 4 of 9 Dated ____________

LOCATION

____

MATERIAL			
uant.	Kind	Amount	
525	ft 12" DI @ 12^{25}	6693	75
2	12" Solid Slv @ 22^{40}	44	80
1	12" MJ Gate @ 163^{94}	163	94
1	12" x 6" Hyd Tee	121	70
1	6" solid Slv	46	69
4	45° Bend @ 131^{92}	527	65
12	12" Retainer Glands 35^{61}	427	32
175	yds Backfill @ 4^{10}	717	50
2	gal Cty @ 1^{50}	3	00
	Sub-Total	6080	35
8/19	+ 5% Stock Handling	[illegible]	02

ENGINEERING			
Design	Rate	Hr	Amou
Engineer	21^{75}	1	21
Draftsman	19^{75}	10	[illegible]
Inspector	23^{50}	2	[illegible]
Survey Crew	[illegible]	2	97
Eng. Material	.20	15	3
10% [illegible] SUB-TOTAL			402
EQUIPMENT			
Survey Truck	5^{80}	2	11
Inspector Car	3^{00}	2	6
SUB-TOTAL			17
TOTAL ENGINEERING			420

PAVEMENT REPAIR

Kind Bituminous Sq. Ft. 3150

525 ft x 6 ft @ 1^{20}	3780
PAVEMENT REPAIR COST	3780

Remarks:

Permit Fee

525 ft @ .25/ft 131.25

Est. by ________ Date ________

CITY OF PORTLAND, OREGON Est. No. ____________

James L. Doane
CHIEF ENGINEER

Date Aug 17, 1984

JOB ESTIMATE

Atlas Sheet 1929

Job No. 8816

For 12" D.I.

Origin 4 of 9

Dated ____________

LOCATION
N. Vancouver Way

LABOR

Classification	Rate	Hrs	Amount	
Foreman	20^{50}	2	41	00
Mechanic	18^{00}	44	792	00
Utility Worker	15^{00}	44	660	00
Grademan	15^{00}	44	660	00
Water Works Helper	14^{00}	52	728	00
Common Laborer				
AEO #2	16^{00}	72	1152	00
CEO #1	17^{00}	32	544	00
CEO #2	18^{00}	40	720	00
CEO #3				
Welder				
Welder Apprentice				
Carpenter				
Carpenter Apprentice				
Cement Finisher				
Cement Finisher App.				
Brick Mason				
Tar Man				
AEO on Tk. Mtd. Comp.				
Jackhammer Operation				
Depth over 6'				
Height over 15'				
CEO #1 on Backhoe	Subtotal		5297	00
10% Wage Adj			529	70
Total Labor			5826	70

⑤ 9/19

TRUCKS & MISC. EQUIPMENT

Kind	Rate	Hrs	Amoun	
Backhoe	17^{90}	32	572	8
Scoop	12^{30}	32	393	6
Dump Truck	13^{05}	64	835	4
Pick-Up	5^{00}	44	220	0
Service Tr.	5^{90}	44	259	6
Frm Car	3^{00}	2	6	0
Crane #13				
Crane mtd. trk's.	18^{20}	8	145	6
Welding tr.				
Comp. trl. mtd.				
Comp. tr. mtd.				
Hydra Hammer				
Rock Drill				
Power Sweeper				
Cement Tr.				
4 Ton Flat Bed				
Traffic Signal Lite				
Concrete Saw	3^{30}	4	13	2
Tap Machine				
Pipe Saw	8^{00}	4	32	0
Tamper				
Jackhammer				
Portable Pump				
D Tap Machine				
Portable Gen.				
		Total	2477	4

C[illegible] OF PORTLAND, OREGON
James L. Doane
CHIEF ENGINEER

No. ______
Date 20 AUG 84

JOB ESTIMATE

Atlas Sheet 1929

Job No. 5816

For 12" DI.

Origin Sheet 5-6 of 9 Dated ______

LOCATION
Vancouver Way

MATERIAL			
ant.	Kind	Amount	
322	ft 12" DI @ 12 ^{75}	10,4[illegible]	[illegible]
2	12" Solid Slv @ 22 ^{95}	44	9[illegible]
1	12" Gate Valve MJ @ 163 ^{94}	163	94
1	12" x 8" MJ Tee	222	03
1	12" x 6" Hyd Tee	121	70
1	6" Solid Slv	46	69
1	12" offset	300	00
2	12" 45° Bend @ 131 ^{92}	26[illegible]	3[illegible]
12	12" Retainer gland @ 35 ^{61}	427	32
1	9" Retainer gland	20	00
274	yd Backfill @ 4 ^{10}	1123	40
4	[illegible] Cl_2 @ 1 ^{50}	6	00
	Sub-Total	13,220	22
	+ 5% Stock Handling	661	01

10/19

ENGINEERING				
Design	Rate	Hr	Amoun	
Engineer	21 ^{75}	1	21	7
Draftsman	19 ^{75}	15	296	[illegible]
Inspector	23 ^{50}	2	47	[illegible]
Survey Crew	48 ^{50}	4	194	[illegible]
Eng. Material	.20	23	4	4
+10% Wat [illegible] SUB-TOTAL			619	[illegible]
EQUIPMENT				
Survey Truck	5 ^{50}	4	22	[illegible]
Inspector Car	3 ^{00}	2	6	[illegible]
SUB-TOTAL			29	[illegible]
TOTAL ENGINEERING			649	[illegible]

PAVEMENT REPAIR

Kind Bituminous Sq. Ft. 4932

822 × 6 @ 1 ^{20}	5918	4
PAVEMENT REPAIR COST	5918	4

Remarks:

Permit Fee

822 SL @ $.25 205 50

Est. by ______ Date

CITY OF PORTLAND, OREGON EST. NO. ____

James L. Doane
CHIEF ENGINEER

Date 17 Aug 84

JOB ESTIMATE

Atlas Sheet 1929

Job No. 8316

For 12" D. I.

Origin 5-6 9

Dated ____

LOCATION
N Vancouver Way

LABOR				
Classification	Rate	Hrs	Amount	
oreman	20^{50}	4	82	00
echanic	18^{00}	56	1008	00
tility Worker	15^{00}	56	840	00
rademan	15^{00}	56	840	00
ater Works Helper	14^{00}	64	896	00
ommon Laborer				
AEO #2	16^{00}	104	1664	00
EO #1	17^{00}	48	816	00
EO #2	18^{00}	48	864	00
EO #3				
elder				
elder Apprentice				
arpenter				
arpenter Apprentice				
ement Finisher				
ement Finisher App.				
rick Mason				
ar Man				
EO on Tk. Mtd. Comp.				
ackhammer Operation				
epth over 6'				
eight over 15'				
EO #1 on Backhoe	Subtotal		7010	00
10% Wage Adj			701	00
Total Labor			7711	00

11/19

TRUCKS & MISC. EQUIPMENT				
Kind	Rate	Hrs	Amoun	
Backhoe	17^{90}	48	859	2
Scoop	12^{30}	48	590	4
Dump Truck	13^{10}	96	1257	6
Pick-Up	5^{00}	56	280	0
Service Tr.	5^{90}	56	330	4
Frm Car	3^{00}	4	12	0
Crane #13				
Crane mtd. trk's.	18^{30}	8	136	4
Welding tr.				
Comp. trl. mtd.				
Comp. tr. mtd.				
Hydra Hammer				
Rock Drill				
Power Sweeper				
Cement Tr.				
4 Ton Flat Bed				
Traffic Signal Lite				
Concrete Saw	3^{30}	8	26	4
Tap Machine				
Pipe Saw	8^{00}	8	64	0
Tamper				
Jackhammer				
Portable Pump				
D Tap Machine				
Portable Gen.				
		Total	5456	4

CITY OF PORTLAND, OREGON
James L. Doane
CHIEF ENGINEER

JOB ESTIMATE

E. No. ____
Date 17 Aug 84
Atlas Sheet 1929
For 12" D.I.

Job No. 8816

Origin 7 of 9 Dated ____

LOCATION
N Vancouver Way

MATERIAL			
ant.	Kind	Amount	
88	ft 12" DI @ 12.75	4947	00
2	12" solid slv @ 22.40	44	80
4	12" 45° B @ 131.92	527	18
8	12" Retainer Gland @ 35.61	284	88
130	yd Backfill @ 4.10	533	00
2	gal Cl2 @ 1.52	3	00
12/19	Sub-Total	6340	36
	5% Stock Handling		

ENGINEERING				
Design	Rate	Hr	Amount	
Engineer	21.75	1	21	7
Draftsman	19.75	10	197	5
Inspector	23.54	2	47	0
Survey Crew	48.55	2	97	0
Eng. Material	.2	15	3	0
		SUB-TOTAL	407	9
EQUIPMENT				
Survey Truck	5.80	2	11	6
Inspector Car	3.50	2	6	0
		SUB-TOTAL	17	6
		TOTAL ENGINEERING	420	5

PAVEMENT REPAIR

Kind 6" 3/4 – Sq. Ft. 2328

388 ft × 6 ft @ 11¢ =	256	
PAVEMENT REPAIR COST	256	

Remarks:

Permit Fee

388 ft @ .25/ft = 97.00

CITY OF PORTLAND, OREGON Est. No. ____________

James L. Doane
CHIEF ENGINEER

Date 17 AUG 84

JOB ESTIMATE

Atlas Sheet 1929

Job No. 8816

For 12" D.I.

Origin 7 of 9 Dated ____________

LOCATION
N Vancouver Way

LABOR

Classification	Rate	Hrs	Amount	
Foreman	20.50	2	41	00
Mechanic	18.00	40	720	00
Utility Worker	15.00	40	600	00
Grademan	15.00	40	600	00
Water Works Helper	14.00	48	672	00
Common Laborer				
AEO #2	16.00	72	1152	00
CEO #1	17.00	32	544	00
CEO #2	18.00	40	720	00
CEO #3				
Welder				
Welder Apprentice				
Carpenter				
Carpenter Apprentice				
Cement Finisher				
Cement Finisher App.				
Brick Mason				
Tar Man				
AEO on Tk. Mtd. Comp.				
Jackhammer Operation				
Depth over 6'				
Height over 15'				
CEO #1 on Backhoe	SUBTOTAL		5049	00
10% Wage Add			504	90
Total Labor			5553	90

③ 13/19

TRUCKS & MISC. EQUIPMENT

Kind	Rate	Hrs	Amount	
Backhoe	17.90	32	572	8
Scoop	12.30	32	393	6
Dump Truck	13.10	64	838	4
Pick-Up	5.00	40	200	0
Service Tr.	5.90	40	236	0
Frm Car	3.00	2	6	0
Crane #13				
Crane mtd. trk's.	18.20	8	145	6
Welding tr.				
Comp. trl. mtd.				
Comp. tr. mtd.				
Hydra Hammer				
Rock Drill				
Power Sweeper				
Cement Tr.				
4 Ton Flat Bed				
Traffic Signal Lite				
Concrete Saw	3.30	4	13	2
Tap Machine				
Pipe Saw	8.00	4	32	0
Tamper				
Jackhammer				
Portable Pump				
D Tap Machine				
Portable Gen.				
Total			2457	6

CI[illegible] OF PORTLAND, OREGON
James L. Doane
CHIEF ENGINEER

L. No.
Date Aug 17 1984

JOB ESTIMATE

Atlas Sheet 1929

Job No. 8816

For 12" D.I.

Origin Sheet 8 of 9 Dated

LOCATION
11+76 - 13+00

MATERIAL			
ant.	Kind	Amount	
33	ft 12" DI @ 12 75	1695	75
4	12" 45° Ben. @ 131 92	527	63
8	12" Ret[illegible] gland @ [illegible]	179	20
45	yd Backfill @ 4 10	184	50
1	[illegible] Cl2 @ 1 50	1	50
14/19	Sub-Total	2583	63

ENGINEERING			
Design	Rate	Hr	Amoun
Engineer	21 72	1	21
Draftsman	19 75	8	158
Inspector	23 54	2	47
Survey Crew	48 50	2	97
Eng. Material	.20	13	2
10% Wage Adj. SUB-TOTAL			359
EQUIPMENT			
Survey Truck	5 80	2	11
Inspector Car	3 00	2	6
SUB-TOTAL			17
TOTAL ENGINEERING			376

PAVEMENT REPAIR

Kind 6" 3/4 - Sq. Ft. 798

133 ft × 6 ft @ 11¢	87
PAVEMENT REPAIR COST	87

Remarks:

Permit Fee

133 ft @ .25/ft 33.25

CITY OF PORTLAND, OREGON EST. NO. ____________

James L. Doane
CHIEF ENGINEER

Date 17 Aug 84

JOB ESTIMATE

Atlas Sheet 1729

ob No. 8816

For 12" DI

Origin 3 [illegible] 9 Dated ____________

LOCATION 11+76 – 13+00

N. Vancouver Way

LABOR				
Classification	Rate	Hrs	Amount	
oreman	20^{50}	2	41	00
echanic	18^{00}	20	360	00
ility Worker	15^{00}	20	300	00
rademan	15^{00}	20	300	00
ater Works Helper	14^{00}	24	336	00
ommon Laborer				
EO #2	16^{00}	36	576	00
EO #1	17^{00}	16	272	00
EO #2	18^{00}	16	288	00
EO #3				
elder				
elder Apprentice				
arpenter				
arpenter Apprentice				
ement Finisher				
ement Finisher App.				
rick Mason				
ar Man				
EO on Tk. Mtd. Comp.				
ackhammer Operation				
epth over 6'				
eight over 15'				
EO #1 on Backhoe	Subtotal		2473	00
10% Wage Add.			247	30
[illegible]			[illegible]	[illegible]

TRUCKS & MISC. EQUIPMENT				
Kind	Rate	Hrs	Amount	
Backhoe	17^{90}	16	286	40
Scoop	12^{30}	16	196	80
Dump Truck	13^{10}	32	419	20
Pick-Up	5^{00}	20	100	00
Service Tr.	5^{90}	20	118	00
Frm Car	3^{00}	2	6	00
Crane #13				
Crane mtd. trk's.	18^{20}	4	72	80
Welding tr.				
Comp. trl. mtd.				
Comp. tr. mtd.				
Hydra Hammer				
Rock Drill				
Power Sweeper				
Cement Tr.				
4 Ton Flat Bed				
Traffic Signal Lite				
Concrete Saw	3^{30}	4	13	20
Tap Machine				
Pipe Saw	8^{00}	4	32	00
Tamper				
Jackhammer				
Portable Pump				
D Tap Machine				
Portable Gen.				
		Total	1244	40

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
James L. Doane
CHIEF ENGINEER

E. No.

Date Aug 17, 1984

JOB ESTIMATE

Atlas Sheet 1929

Job No. 8816

For 12" DI MAIN

Origin Sheet 8 of 9 Dated

LOCATION
N Vancouver Way
Public Works 17+00 - 19+00

MATERIAL

ant.	Kind	Amount	
03	ft 12" DI @ 12.75	2588	25
1	12" MJ Gate	163	94
4	12" 45° Bend @ 131.92	527	68
10	12" Retainer gland @ 35.61	356	10
70	yd Backfill @ 4.10	287	00
1	gal Clz @ 1.50	1	50
16/19	Sub-Total	3924	27
	+ 5% Stock Handling		

ENGINEERING

Design	Rate	Hr	Amount	
Engineer	21.75	1	21	75
Draftsman	19.25	8	152	0
Inspector	23.50	2	47	0
Survey Crew	48.50	2	97	0
Eng. Material	.20	13	2	60
10% Wage Adj SUB-TOTAL			359	0

EQUIPMENT

Survey Truck	5.80	2	11	60
Inspector Car	3.00	2	6	00
SUB-TOTAL			17	60
TOTAL ENGINEERING			376	6

PAVEMENT REPAIR

Kind 6" 3/4 - Sq. Ft. 1218

203ft x 6ft @ 2.11	133	9
PAVEMENT REPAIR COST	133	9

Remarks:

Permit Fee

203ft @ .25/ft = 50.75

Est. by

CITY OF PORTLAND, OREGON Est. No. ____________

James L. Doane
CHIEF ENGINEER

Date 17 Aug 84

JOB ESTIMATE

Atlas Sheet 1929

Job No. 8816

For 12" DI

Origin Sheet 8 of 9 Dated ____________

LOCATION
N Vancouver Way
Public Works 17+00 - 19+00

LABOR

Classification	Rate	Hrs	Amount	
Foreman	20^{50}	2	41	00
Mechanic	18^{00}	24	432	00
Utility Worker	15^{00}	24	360	00
Grademan	15^{00}	24	360	00
Water Works Helper	14^{00}	28	392	00
Common Laborer				
AEO #2	16^{00}	44	704	00
CEO #1	17^{00}	20	340	00
CEO #2	18^{00}	20	360	00
CEO #3				
Welder				
Welder Apprentice				
Carpenter				
Carpenter Apprentice				
Cement Finisher				
Cement Finisher App.				
Brick Mason				
Tar Man				
AEO on Tk. Mtd. Comp.				
Jackhammer Operation				
Depth over 6'				
Height over 15'				
CEO #1 on Backhoe	Subtotal		2989	00
10% Wage Adj			298	90
Total Labor			3287	90

(3) 17/19

TRUCKS & MISC. EQUIPMENT

Kind	Rate	Hrs	Amount	
Backhoe	17^{90}	20	358	0
Scoop	12^{30}	20	246	0
Dump Truck	13^{10}	40	524	0
Pick-Up	5^{00}	24	120	0
Service Tr.	5^{90}	24	141	6
Frm Car	3^{00}	2	6	0
Crane #13				
Crane mtd. trk's.	18^{20}	4	72	8
Welding tr.				
Comp. trl. mtd.				
Comp. tr. mtd.				
Hydra Hammer				
Rock Drill				
Power Sweeper				
Cement Tr.				
4 Ton Flat Bed				
Traffic Signal Lite				
concrete Saw	3^{30}	4	13	2
Tap Machine				
Pipe Saw	8^{00}	4	32	0
Tamper				
Jackhammer				
Portable Pump				
D Tap Machine				
Portable Gen.				
Total			1513	5

CI OF PORTLAND, OREGON
James L. Doane
CHIEF ENGINEER

JOB ESTIMATE

. No.

Date 17 Aug 84

Atlas Sheet 1929

Job No. 8816

For 12" DI

Origin Sheet 9 of 9

Dated

LOCATION
N VANCOUVER WAY

MATERIAL			
ant.	Kind	Amount	
405	12" DI @ 12^{75}	5163	75
1	12"x[illegible]" MJ Tee	121	70
1	12"-8" MJ Tee	222	03
1	8" MJ Valve	258	89
2	12" 45° B @ 131^{92}	263	84
6	12" [illegible] @ 35^{61}	213	66
35	yd^3 BACKFILL @ 4^{10}	553	50
2	gal Cl_2 @ 1^{50}	3	00
18/19	Sub-Total	6800	37
	+ 5% Stock Handling	340	02

ENGINEERING			
Design	Rate	Hr	Amount
Engineer	21^{75}	1	21
Draftsman	19^{75}	10	197
Inspector	23^{54}	2	47
Survey Crew	48^{50}	2	97
Eng. Material	.20	15	3
10% [illegible] Adj	SUB-TOTAL		402
EQUIPMENT			
Survey Truck	5^{80}	2	11
Inspector Car	3^{00}	2	6
	SUB-TOTAL		17
	TOTAL ENGINEERING		420

PAVEMENT REPAIR

Kind 6" 3/4 - Sq. Ft. 2430

405 ft x 6ft @ 11¢ = 267

PAVEMENT REPAIR COST 267

Remarks:

Permit Fee

405 ft @ .25/ft = 101.25

Est. by Date

CI OF PORTLAND, OREGON EST. NO. ____________

James L. Doane
CHIEF ENGINEER

Date 17 Aug 84

JOB ESTIMATE

Atlas Sheet 1929

ob No. 8816

For 12" D.I. MAIN

Origin 9 a-9

Dated ____________

LOCATION
N Vancouver Way

LABOR				
Classification	Rate	Hrs	Amount	
oreman	20^{50}	2	41	00
echanic	$18.^{00}$	40	720	00
tility Worker	15^{00}	40	600	00
rademan	15^{00}	40	600	00
ater Works Helper	14^{00}	48	672	00
ommon Laborer				
EO #2	16^{00}	72	1152	00
EO #1	17^{00}	32	544	00
EO #2	18^{00}	32	576	00
EO #3				
elder				
elder Apprentice				
arpenter				
arpenter Apprentice				
ement Finisher				
ement Finisher App.				
rick Mason				
ar Man				
EO on Tk. Mtd. Comp.				
ackhammer Operation				
epth over 6'				
eight over 15'				
EO #1 on Backhoe	Subtotal		4905	00
10% Wage Adj			490	.50
19/1 [illegible]			5395	50

TRUCKS & MISC. EQUIPMENT				
Kind	Rate	Hrs	Amount	
Backhoe	17^{90}	32	572	80
Scoop	12^{30}	32	393	60
Dump Truck	13^{10}	64	853	40
Pick-Up	5^{00}	40	200	00
Service Tr.	5^{90}	40	236	00
Frm Car	3^{00}	2	6	00
Crane #13				
Crane mtd. trk's.	18^{20}	8	145	60
Welding tr.				
Comp. trl. mtd.				
Comp. tr. mtd.				
Hydra Hammer				
Rock Drill				
Power Sweeper				
Cement Tr.				
4 Tom Flat Bed				
Traffic Signal Lite				
Concrete Saw	3^{30}	4	13	2
Tap Machine				
Pipe Saw	8^{00}	4	32	0
Tamper				
Jackhammer				
Portable Pump				
D Tap Machine				
Portable Gen.				
		Total	[illegible]27	6

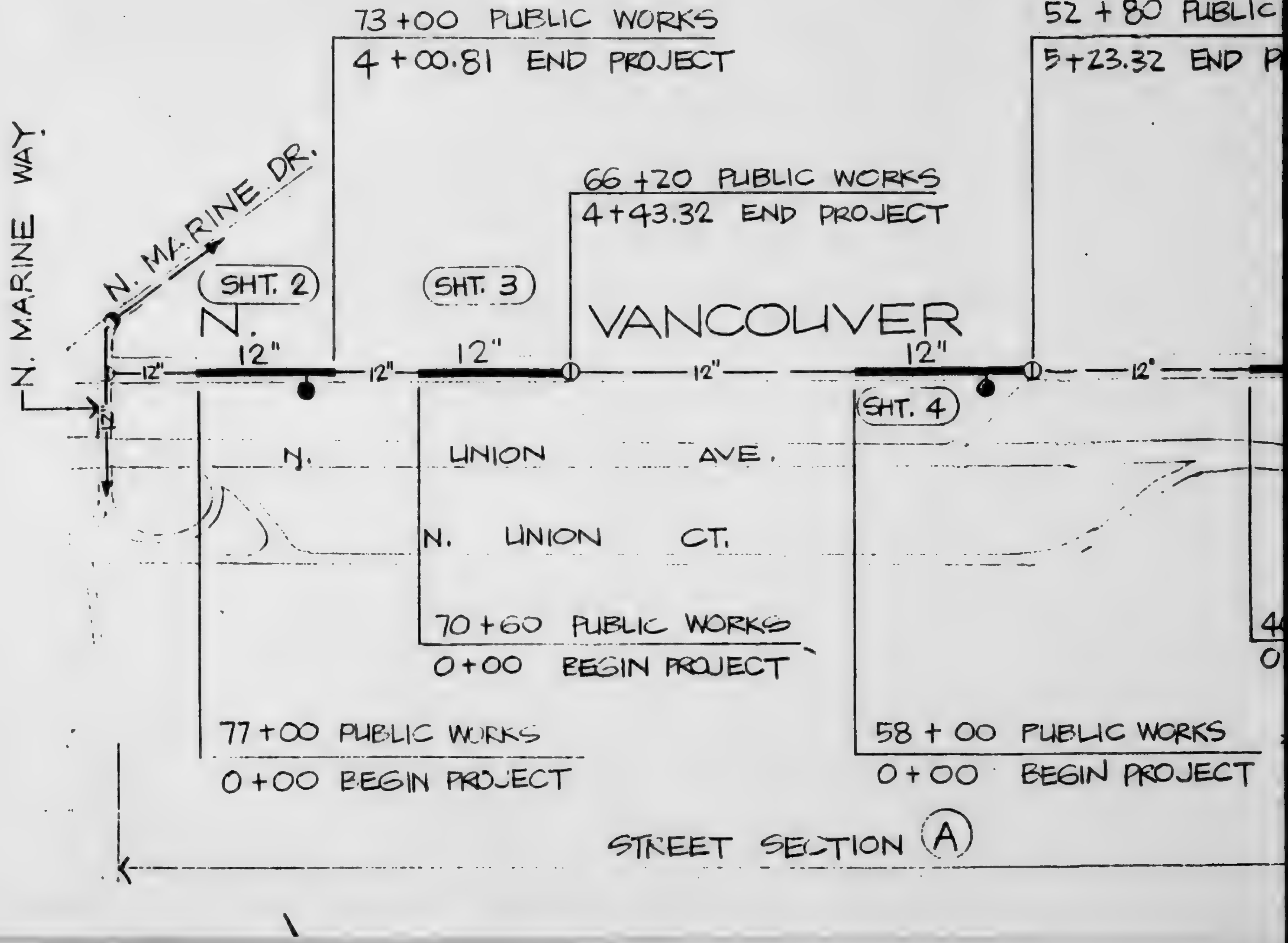
URFACING INFORMATION
ESURFACING SCHEDULE

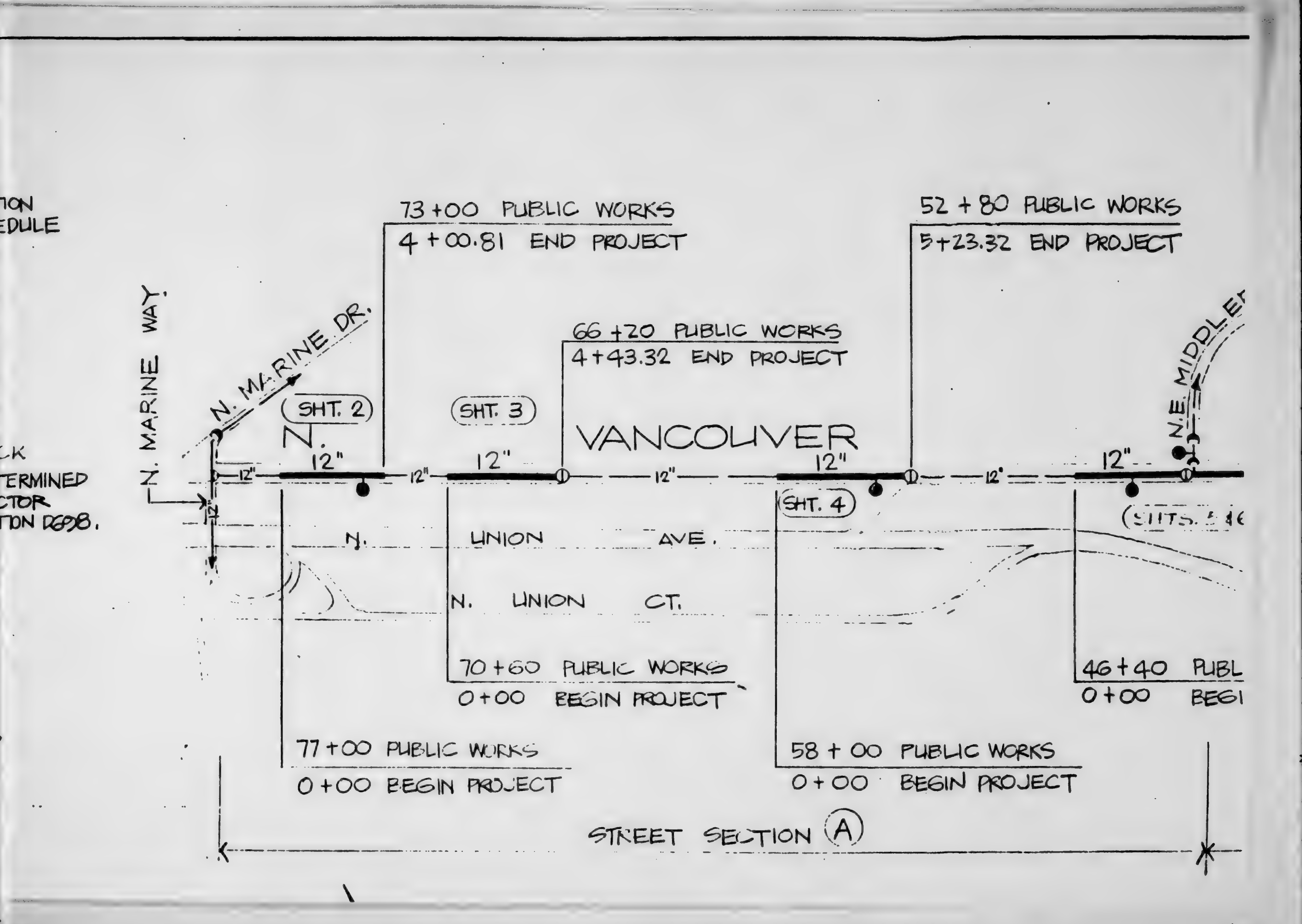
LAR BACKFILL

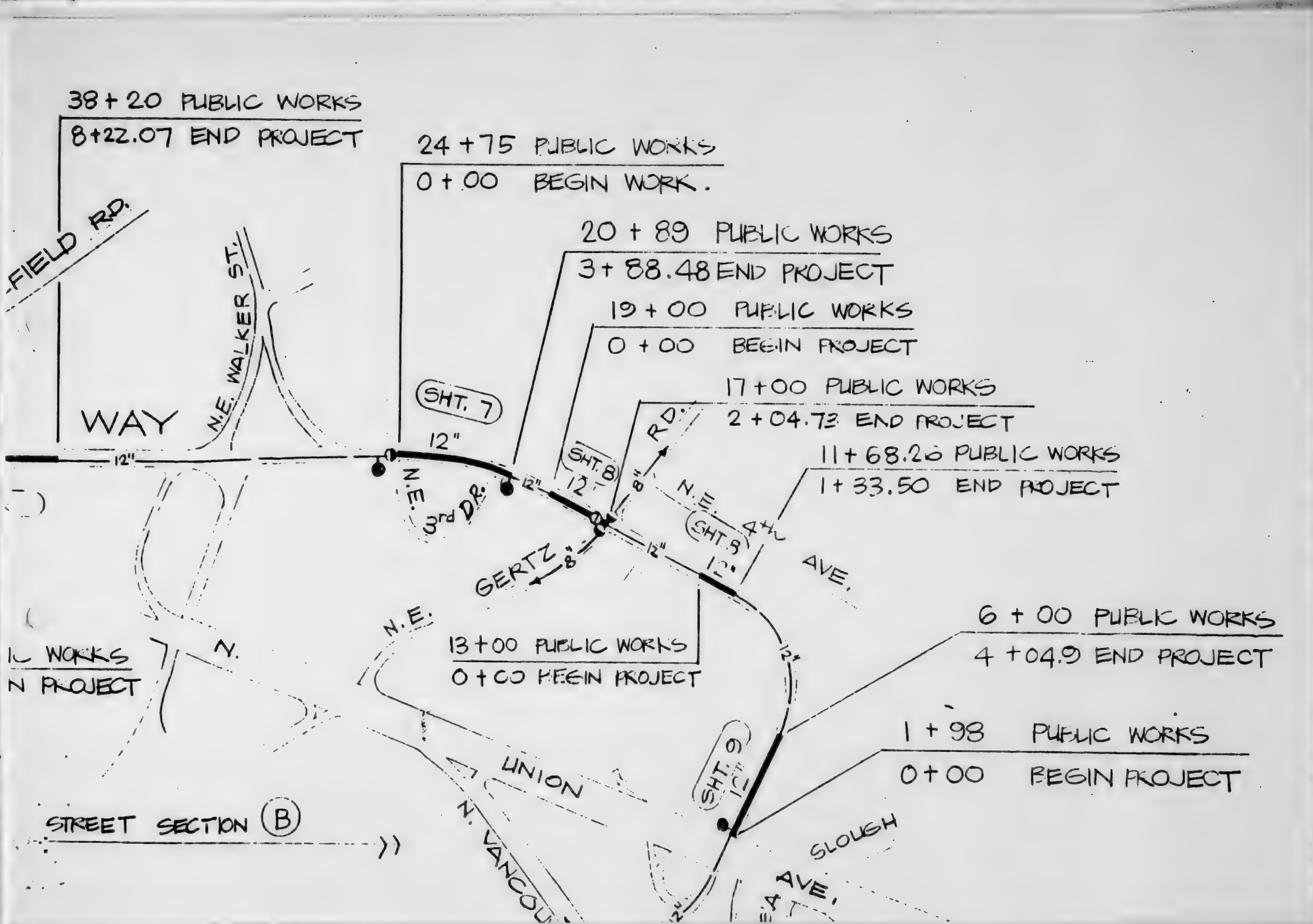
4" CRUSHED ROCK

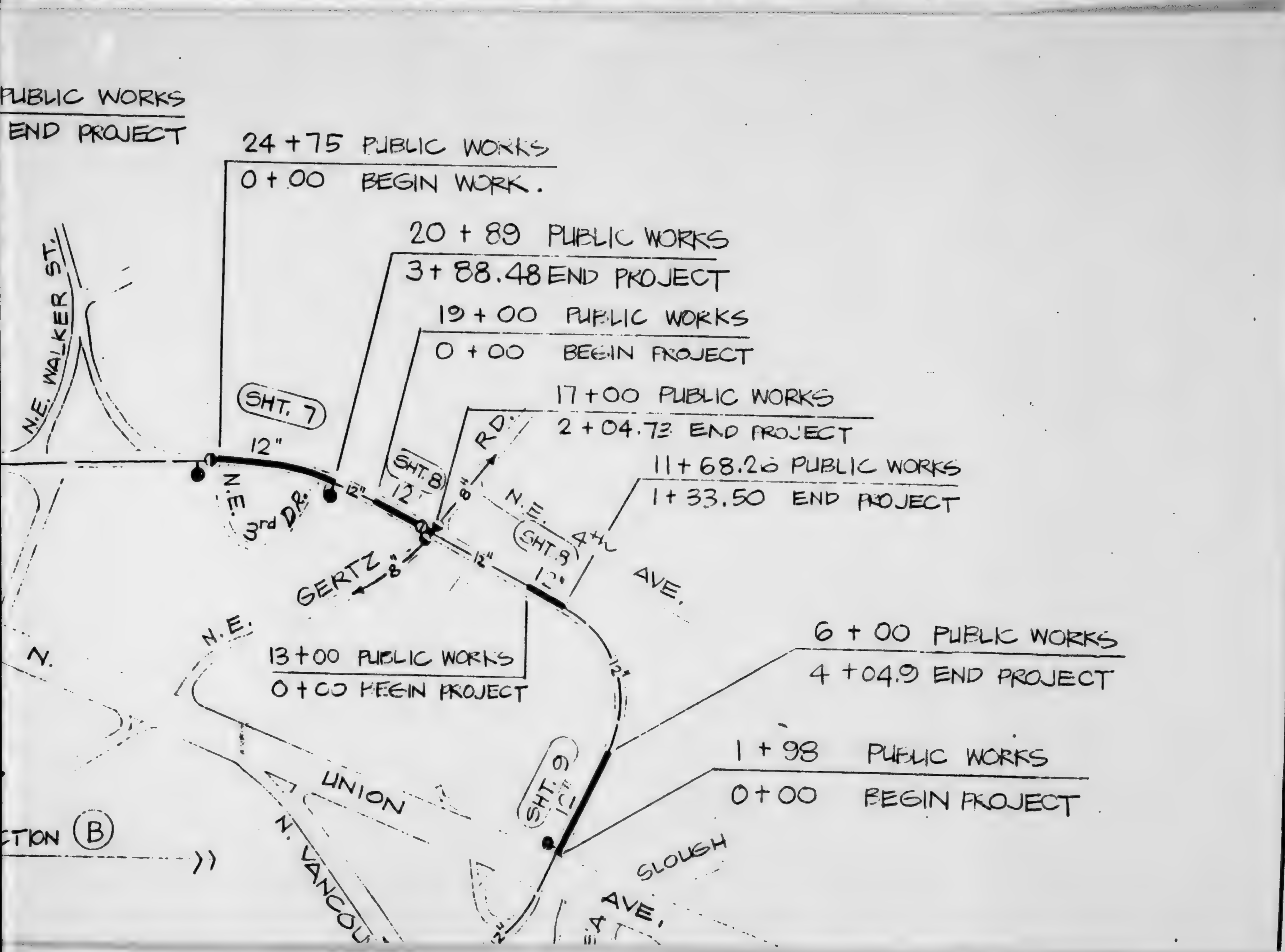
MPACTION TO BE DETERMINED
THE STANDARD PROCTOR
THOD, ASTM DESIGNATION D698.

TION


73 +00 PUBLIC WORKS
4 +00.81 END PROJECT
52 + 80 PUBLIC
5+23.32 END P
66 +20 PUBLIC WORKS
4+43.32 END PROJECT
N. MARINE WAY
N. MARINE DR.
SHT. 2
SHT. 3
SHT. 4
N.
VANCOUVER
12"
12"
12"
12"
12"
12"
12"
12"
N.
UNION
AVE.
N. UNION CT.
70 +60 PUBLIC WORKS
0+00 BEGIN PROJECT
77 +00 PUBLIC WORKS
0 +00 BEGIN PROJECT
58 + 00 PUBLIC WORKS
0 + 00 BEGIN PROJECT
STREET SECTION (A)


TION
EDULE
CK
TERMINED
CTOR
TION D698.
N. MARINE WAY
N. MARINE DR.
SHT. 2
N.
12"
12"
73+00 PUBLIC WORKS
4+00.81 END PROJECT
SHT. 3
12"
12"
66+20 PUBLIC WORKS
4+43.32 END PROJECT
VANCOUVER
12"
12"
SHT. 4
52+80 PUBLIC WORKS
5+23.32 END PROJECT
12'
12"
N.E. MIDDLE
(SHTS. 5 & 6
N. UNION AVE.
N. UNION CT.
70+60 PUBLIC WORKS
0+00 BEGIN PROJECT
77+00 PUBLIC WORKS
0+00 BEGIN PROJECT
58+00 PUBLIC WORKS
0+00 BEGIN PROJECT
46+40 PUBL
0+00 BEGI
STREET SECTION Ⓐ


38 + 20 PUBLIC WORKS
8+22.07 END PROJECT
24 + 75 PUBLIC WORKS
0 + 00 BEGIN WORK.
20 + 89 PUBLIC WORKS
3+ 88.48 END PROJECT
19 + 00 PUBLIC WORKS
0 + 00 BEGIN PROJECT
17 + 00 PUBLIC WORKS
2 + 04.73 END PROJECT
11+ 68.26 PUBLIC WORKS
1+ 33.50 END PROJECT
6 + 00 PUBLIC WORKS
4 +04.9 END PROJECT
1 + 98 PUBLIC WORKS
0+00 BEGIN PROJECT
13+00 PUBLIC WORKS
0 + 00 BEGIN PROJECT
IC WORKS
N PROJECT
FIELD RD.
WAY
N.E. WALKER ST.
12"
SHT. 7
12"
N.E. 3rd DR.
12"
SHT. 8
12"
8"
RD.
N.E. 4th
SHT. 8
12"
AVE.
GERTZ
8"
12"
12"
N.E.
N.
UNION
N. VANCOU
SHT. 9
12"
SLOUGH
AVE.
4
STREET SECTION (B)


PUBLIC WORKS
END PROJECT
24 + 75 PUBLIC WORKS
0 + 00 BEGIN WORK.
20 + 89 PUBLIC WORKS
3 + 88.48 END PROJECT
19 + 00 PUBLIC WORKS
0 + 00 BEGIN PROJECT
17 + 00 PUBLIC WORKS
2 + 04.73 END PROJECT
11 + 68.26 PUBLIC WORKS
1 + 33.50 END PROJECT
13 + 00 PUBLIC WORKS
0 + 00 BEGIN PROJECT
6 + 00 PUBLIC WORKS
4 + 04.9 END PROJECT
1 + 98 PUBLIC WORKS
0 + 00 BEGIN PROJECT
N.E. WALKER ST.
SHT. 7
12"
N.E. 3rd DR.
12"
SHT. 8
12"
8"
RD.
GERTZ
8"
N.E. 4th AVE.
SHT. 9
12"
12"
12"
N.E.
N.
UNION
N. VANCOU
SHT. 9
12"
SLOUGH
AVE.
12"
CTION (B)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SC

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9960(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30084

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 13 '84
REFER TO Potter
FOR

orig to
9/13

7. DATE AUTHORIZATION EFFECTIVE 9-5-84

8. FEDERAL ROUTE NUMBER FAU 9960

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
NE. Union Ave. to N. Marine Dr. (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Grade, Drain, High Type Pavement and Illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in you "PS&E" Estimate dated 8-23-84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 9-4-84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,809,993 Federal Funds $2,388,492.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 9/11/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administration

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: August 21, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
Max J. Klotz

From: Gary A. Potter, Manager
for Program Section

Subject: Project Data Submission
Item No. 30084
Project No. IX-9960(2)
N.E. Union Ave. to N. Marine Dr. (Portland) Sec.
City Street
Multnomah County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 27, 1984.

Concept approved by letter to you from Director of Oregon Department of Transportation dated April 5, 1983.

DRH:me
Attachments
cc: E. L. Hardt (Metro)
Wayne Schulte (Metro)
Karen Bunk (Metro)
Gary Zehner, w/attachment
General Files

Form 734-3122

9901

July 18, 1984

City of Portland
1220 SW 5th Avenue
Portland, OR 97204

AGR 4

Attention: Jewel Lansing
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 747

Gentlemen or Ladies:

Attached for your files are two fully executed copies of a supplemental agreement for the construction of the Marine Drive-Union Avenue Section of North Vancouver Way.

We are retaining a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

9901

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9960(1) CON

2. STATE PROJECT NO.
See below

21-10-1

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

7-13-84

4. PROGRAM NO.

5. ITEM NO.
30084

2A. COUNTY NAME
Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 19 '84
REFER TO Potter
FOR
Info | Inv. | R/D | D/R | Sign | Act | File

Orig ☆ 7/20

7. DATE AUTHORIZATION EFFECTIVE
7-13-84

8. FEDERAL ROUTE NUMBER
FAU 9960

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
Marine Drive - Union Ave (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Program Change & Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 7-5-84 I approve the program change adding to the character of proposed work "Right of Way Acquisition," and you are now authorized to proceed with the acquisition of Files 3884-5, 3884-6, 3884-11 and 3884-7 as shown on City of Portland's map attached to request at a TEC of $25,000 - F.F. $21,250. This authorization is with the understanding that only right-of-way expenditures associated with the parcels shown on City's map attached to request are reimbursable. Federal-aid participation in the work authorized is subject to the condition that all right-of-way acquisition for the project has been undertaken in accordance with federal requirements.

14. DATE
7-13-84

15. SIGNATURE OF APPROVING OFFICIAL
G K Hessner

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

✓ Versteeg ✓
Anderson
Adams
Edwards
Terpin
Trout
Wakerlig

RECEIVED

ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

July 12, 1984

Donald L. Coville, P.E.
Principal Engineer
Arterial Street Division
City of Portland
1120 S.W. Fifth Avenue
Portland, OR 97204-1971

DES 22

N. E. Union Avenue-Marine Drive (Portland)
FAU 8860 (Vancouver Way)

This is in response to your letter of July 9, 1984 relative to expediting the work adjacent to the Jubitz Truck Stop on Vancouver Way.

We discussed your requested specifications with our Contract Administration Engineer in the Construction Section and with our Chief Counsel. They have advised me that since the Transportation Commission will be a signatory to the contract and will have to defend its contents in case of litigation, we could not make all of the specification changes that you suggested.

Our response to each of the items in your letter is as follows:

1. We would agree with a double completion time as follows:

    (a) All work to be done under the contract except the work between Middlefield Road and Station 51+50 and the wearing course of the pavement throughout the project shall be completed before the elapse of ______ calendar days.

    (b) All work to be done under the contract shall be completed before the elapse of 42 calendar days.

    Under (b) above, the recording of the elapse of calendar days will begin when the work under (a) above is completed. (We would include a statement to the effect that the work described as the exception in (a) above could not be started until the other work was completed.)

2. We tried the "Declaration of Disaster Area" language on a contractor organization when we were preparing our 1984 Standard

Specifications and they objected quite strongly. We do not want to use that language but would consider the following for this job only.

Delete the last sentence of the next to last paragraph of subsection 108.09 of the Standard Specifications and substitute the following:

> "Weather of any kind or the results therefrom will not be a valid reason for adjustment of contract time."

3. To delete the words "other contractors" would not prevent an extension of contract time. If another contract were let which interfered with and caused the first contract to be delayed, the first contractor would have a legal right to a time extension whether we said so or not.

4. Liquidated damages must be determined on the damages to the public agency and to the public in general, not to a private individual or business. Therefore, we would determine the amount of liquidated damages from the established table of liquidated damages given on page 77 of the Standard Specifications. We would consider any additional amount attributable to the public if you can provide supporting documentation.

If we can be of further assistance, feel free to call.

Steven H. Macnab, P.E.
Specifications Engineer

ALB/SHM:ja

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Mike Lindberg, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

July 9, 1984

Versteeg
Anderson
Adams
Edwards
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Wakerlig

RECEIVED
ROAD DESIGN SECTION

Do [illegible]
Return to
Bring Up / /
Action

Mr. Steve McNab
Specifications Engineer
225 Transportation Building
Salem, Oregon 97310

Re: N.E. Union Ave. to Marine Dr. (Portland)
Section FAU 9960 (Vancouver Way)

Dear Steve:

In an effort to reduce the impact to a major business adjacent to the N. Vancouver Way project, the City has been asked to propose several special specifications. The intent of these specifications is to encourage the contractor to complete work adjacent to the business within the allowed contract time and to restrict the causes which may be given consideration in adjustment of contract time.

The proposed specifications (subject to any re-wording that does not change the intent) are as follows:

1. The contractor shall reconstruct N. Vancouver Way from Middlefield Rd. to Station 51+50 within a contract time of six (6) weeks, subject to extensions only for weather and other causes not entirely within the control of the contractor.
2. "Extensions only for weather" will be granted only if this area is declared eligible for a Federal Government Disaster loan.
3. "Not entirely within the control of the contractor" shall be interpreted by Sub-Section 108.09 (ODOT Highway Construction Standard Specifications, 1984) pg. 76, para. (a), (b) delete words "other contractors", (c), and (d). Also, delete sentence of paragraph following (d) beginning with "Reasonably predictable weather".
4. A completion time greater than six (6) weeks (42 calendar days) will cause liquidated damages of $2,500.00 per calendar day payable by the contractor to the State of Oregon within the guidelines of the ODOT Standard Specifications for Highway Construction.

July 9, 1984

The attached statement of financial loss to Jubitz Truck Stop is intended to serve as justification for the amount of liquidated damages. Jubitz understands that should these damages be assessed, they cannot be passed on to the affected business. The intent is to provide a means to encourage the contractor to finish on time.

Please review these proposed specifications and prepare a written response to me as soon as possible. Also, call me at 796-7566 in Portland if you have any questions.

Very truly yours,

Don Coville

Donald L. Coville, P.E.
Principal Engineer
Arterial Street Division

DLC:jke

Enclosure

JUBITZ
TRUCK STOP

10210 N. Vancouver Way / Box 11264 / Portland, Oregon 97211-9990
Phone: 503-283-1111 / Telex: 360380

July 6, 1984

Mr. Don Colville, P.E.
Design Supervisor of Streets
City of Portland
Room 842, Portland Building
Portland, OR 97204

Dear Don:

In answer to your question of how much financial loss Jubitz Truck Stop will suffer during the Vancouver Way improvement project, we submit the following estimate.

Long distance truck drivers and local retail trade cars naturally shy away from service station areas which are torn up for construction. We estimate a 50% decrease in revenue in most departments. The effect on gross profit is shown below. All figures are based on our Profit & Loss Statement dated 1/31/84 for the preceding 10 months.

DEPARTMENT	ACTUAL GROSS PROFIT 4/1/83 - 1/31/84	ESTIMATED GROSS PROFIT FOR 10 MONTHS OF CONSTRUCTION
Repair Shop	$ 8,695	$ (22,328)
Truck Station	403,025	31,013
Tires	98,169	25,248
Building Rentals	82,435	80,000
Lew/Bek Retread	(19,423)	(30,000)
Restaurant	119	(72,556)
Lounge	205,018	10,394
Store	21,933	(7,024)
Motel	124,073	13,011
Other Miscellaneous	89,621	44,810
GROSS PROFIT	$1,013,665	$ 72,568
Expenses	630,210	630,210
NET OPERATING PROFIT	$ 383,455	$ (557,642)
	Loss per month	$ (55,764)
	Loss per day	$ (2,535)

RESTAURANT • LOUNGE • STORE • MOTEL • TRUCK REPAIR & PARTS
A DIVISION OF FLEET LEASING INC.

We trust the above information will help you realize how serious our loss could be during the long construction period.

We trust our mutual cooperation will help reduce our loss, and we are hopeful you can negotiate some liquidated damages for our account.

Sincerely,

MA Jubitz

Monroe A. Jubitz
Chairman

MAJ:ej

911

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 5, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 30084
Project No. IX-9960(1)
Marine Dr.-Union Ave. (Portland) Section
N. Vancouver Way
Multnomah County

I request your approval of a program change on the subject project to include in the character of proposed work "Right of Way Acquisition" at an estimated total cost of $25,000 with federal funds of $21,250. The right of way to be acquired consists of temporary and permanent easements and no relocation assistance is required.

I further request authorization to proceed with the actual acquisition of the required easements which are as outlined in red on the enclosed map.

CL:me
Encl.
cc: J. Boyd
D. Aman
D. Fonse
General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
ENV 3

May 23, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
N.E. Union Ave. to N. Marine Dr.
North Vancouver Way
Multnomah County
IX-996[illegible](1)

Dear Mr. Wilken:

Attached is a revised project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council of Environmental Quality guidelines. Your concurrence is requested.

PE auth 4-19-83 based on Statewide Catagorical Exclusion dated 2-25-80.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
June 7, 1984

CMG:gc

Attachments (4)

6/1/84

cc:
- J. B. Boyd (3)
- J. H. Versteeg (4)
- L. E. George (2)
- G. A. Potter (2)
- Richard McSwain
- W. J. Hart
- C. O. Fredrickson
- F. E. Terpin
- Local Programs Uni
- Norm Davis
- Ron Noble
- General Files
- E. L. Hardt
- Jef Kaiser
- Maury Payne
- Clarence Eschelma

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Marine Drive-Union Avenue, North Vancouver Way

REGION Metro

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require several minor construction easements, totaling 0.7 acres. No structures are affected.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

All of section northwest of 6th Avenue is in industrial use; some of the section southeast of 6th Avenue to Union Avenue is in residential use (trailer park and single family). The entire section is classified as general or light manufacturing in the Portland Comprehensive Plan. The project is consistent with this classification. The Portland Arterial Streets Policy is being amended to reflect moving the designated bicycle route from Vancouver to Union Avenue.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project is not likely to affect traffic volumes and patterns. Safety should improve with the proposed changes in street drainage and weight-carrying ability of the base design.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None expected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None expected.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None expected.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

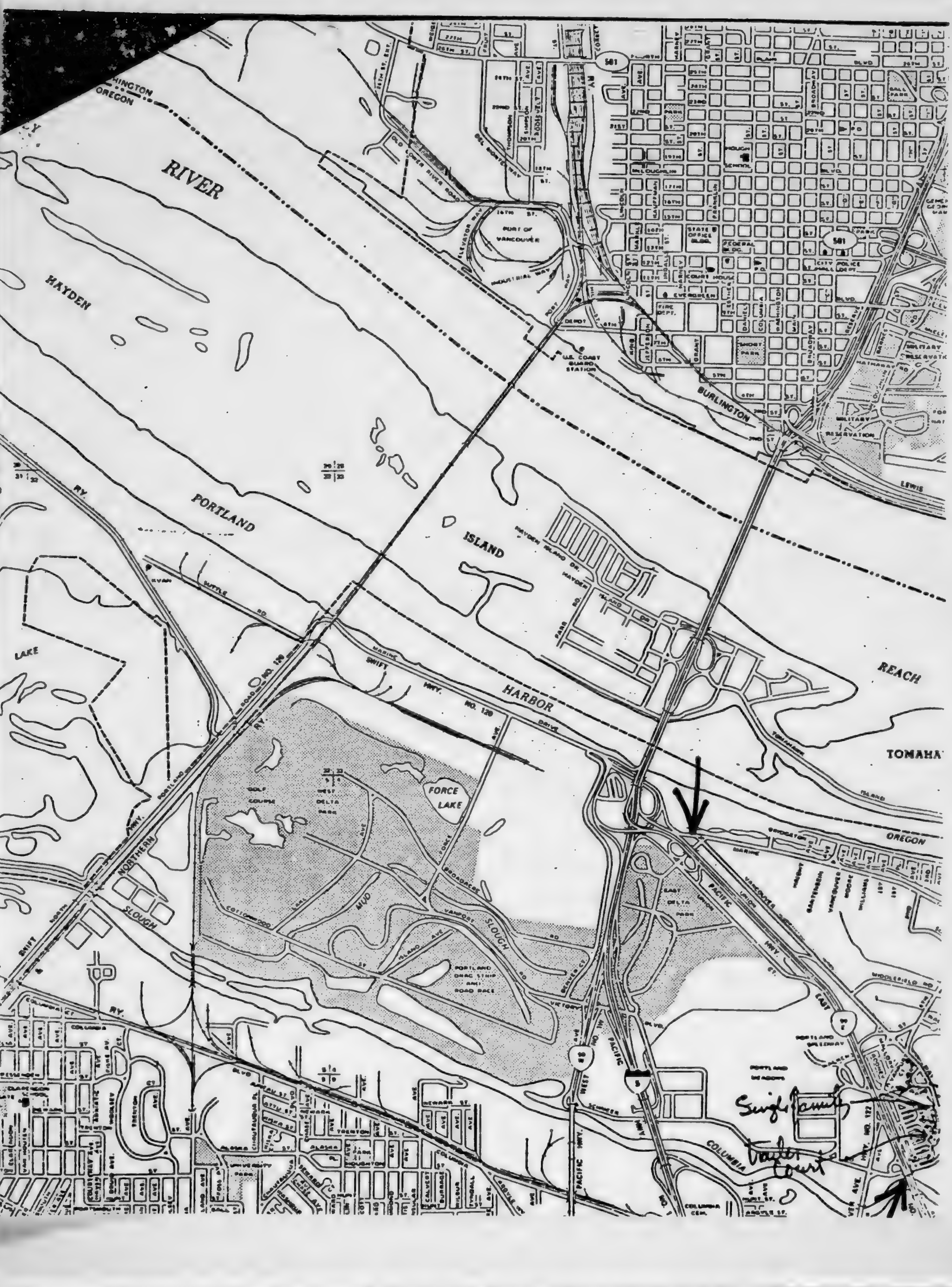
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

This project is a Categorical Exclusion as defined in23 CFR 771.115.

OTHER DOCUMENTATION

Noise Study Report.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Craig Markham	653-3222	June 1, 1984


WASHINGTON
OREGON
RIVER
HAYDEN
PORTLAND
ISLAND
HARBOR
REACH
TOMAHA
PORT OF VANCOUVER
ELEVATOR WAY
INDUSTRIAL WAY
OLD LOWER RIVER ROAD
U.S. COAST GUARD STATION
DEPOT
BURLINGTON
STATE OFFICE BLDG.
FEDERAL BLDG.
COURT HOUSE
FIRE DEPT.
CITY POLICE DEPT.
MILITARY RESERVATION
LEWIS
501
HAYDEN ISLAND DR.
MARINE DRIVE
SWIFT HWY. NO. 120
LAKE
NORTHERN PACIFIC RY.
SLOUGH
FORCE LAKE
GOLF COURSE
WEST DELTA PARK
MUD SLOUGH
COTTONWOOD
BROADACRE
VANPORT
DENVER AVE.
EAST DELTA PARK
PORTLAND DRAG STRIP AND ROAD RACE
VICTORY BLVD.
PACIFIC HWY.
UNION PACIFIC
OREGON
MIDDLEFIELD RD.
PORTLAND MEADOWS
PORTLAND SPEEDWAY
COLUMBIA
COLUMBIA CEM.
UNIVERSITY PARK
99
5
99E

Single family

Trailer Court

November 30, 1983

City of Portland
1220 S.W. 5th Avenue
Portland, OR 97204

AGR 4

Attention: Jewel Lansing
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 7[illegible]

Gentlemen or Ladies:

Attached for your files are two fully executed copies of a preliminary engineering and construction-finance agreement for an Interstate Transfer Project on the Marine Drive-Union Avenue Section of North Vancouver Way.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Atts.

bc: Gary Potter (agree. attached)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ACC

TO: H. S. Coulter
State Highway Engineer

DATE: April 4, 1983

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Proposed Interstate Transfer Project

The City of Portland is requesting approval of a project that is not included in the approved Six-Year Highway Improvement Program. The proposed project will reconstruct a 1.5 mile segment of North Vancouver Way which functions as a two-lane truck route serving industries in the area. The construction work will include a storm drainage system, curbs, sidewalks, and adequate base and pavement to support truck traffic. Construction is proposed in Fiscal Year 1984. The City will perform preliminary and construction engineering. The project will be financed with Federal funds at 85 percent and 15 percent by City, with no cost to State. The limits of the proposed project are shown on the attached map. In summary:

JURISDICTION	SECTION	TOTAL EST. COST	FEDERAL FUNDS	CITY SHARE
Portland	Marine Drive-Union Ave., North Vancouver Way	$3,500,000	$2,975,000	$525,000

Metro Region and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:
H S Coulter
State Highway Engineer

Date 4-6-83

GEZ:pf
Attachment

4.6
orig. to Gorman
cy Bothman
files

[illegible]

81-125-1387

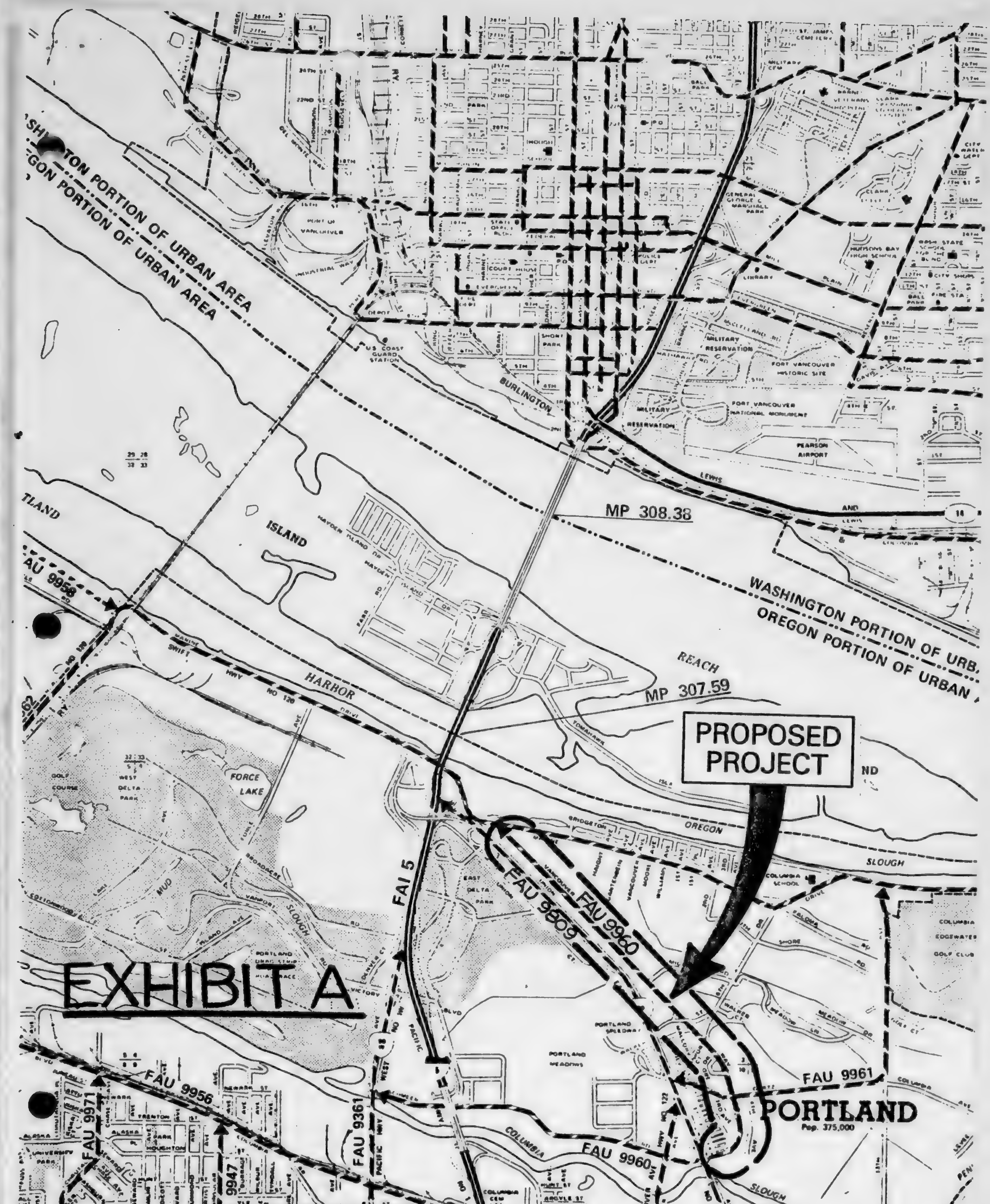


EXHIBIT A

WASHINGTON PORTION OF URBAN AREA
OREGON PORTION OF URBAN AREA
MP 308.38
MP 307.59
PROPOSED PROJECT
ISLAND
HAYDEN ISLAND DR
REACH
HARBOR
OREGON
SLOUGH
BURLINGTON
U.S. COAST GUARD STATION
MILITARY RESERVATION
FORT VANCOUVER HISTORIC SITE
FORT VANCOUVER NATIONAL MONUMENT
PEARSON AIRPORT
LEWIS
FORCE LAKE
WEST DELTA PARK
EAST DELTA PARK
PORTLAND MEADOWS
PORTLAND SPEEDWAY
COLUMBIA EDGEWATER GOLF CLUB
FAI 5
FAU 9958
FAU 9809
FAU 9960
FAU 9961
FAU 9956
FAU 9971
FAU 9947
FAU 9361
PORTLAND
Pop. 375,000
COLUMBIA
SLOUGH
MUD
14

DATE: July 1, 1983 CON 21

TO: The Honorable Victor Atiyeh
Governor of Oregon

FROM: Fred D. Miller
Director

SUBJECT: Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of January 15, 1982, requested I keep you informed as to the projects considered to use withdrawn Interstate funds.

The projects in the Portland urbanized area submitted to the Federal Highway Administration during the months of April 1983 through June 1983 are:

1) Marine Drive-Union Avenue (Portland) Section

2) SE Sunnyside Road at SE 82nd Avenue Section

3) Banfield Corridor Rideshare Marketing Program

4) Banfield Corridor Traffic Monitoring and TSM Projects

5) Fiscal Year 1984 Unified Work Program (Portland)

There were no projects submitted for the Salem urbanized area during this period of time.

The criteria used to select these projects are based on the Region's transportation planning process which embodies a continuing cooperative approach. The projects are included in the Region's Transportation Improvement Program.

bcc: H. S. Coulter
Robert N. Bothman
Gary A. Potter
E. L. Hardt
C. D. Fredrickson

JLG:pf
fn

4-11-83

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9960(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30084

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/19/83
8. FEDERAL ROUTE NUMBER FAU 9960
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Marine Drive - Union Avenue (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $318,000 F.F $270,300
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 4/14/83.

RECEIVED
STATE HWY ENGR
APR 25 '83
REFER TO Potter
FOR
Info | Imm. | R/D | D/R | Sign | Act | File

Orig to
4/25

14. DATE 4/19/83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosser
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

DATE: April 5, 1983 CON 21-1

TO: Dale E. Wilken, Divison Administrator
Federal Highway Administration

FROM: Fred D. Miller
Director

SUBJECT: Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to the Director of the Department of Transportation on January 15, 1982, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland urbanized area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway (I-84) from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative transportation planning process.

Marine Drive-Union Avenue (Portland) Section
North Vancouver Way
Multnomah County

I have directed the Program Section of the Highway Division to process this project with your office to obligate the Federal Transfer Funds as they are authorized by the Metropolitan Service District.

cc Metropolitan Service District

bc H. S. Coulter
Gary Potter
E. L. Hardt

JLG:lb

9901

Portland

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Marine Drive - Union Avenue (Portland)

REGION: Metro

STATE HIGHWAY # N/A	HIGHWAY NAME N/A		MILE POST FROM N/A TO	LENGTH 1.5 mi.
☒ URBAN ☐ RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME North Vancouver Way	
ROUTE # N/A	FEDERAL AID # FAU 9960	APPLICANT (IF OTHER THAN STATE) City of Portland		

COST ESTIMATES (000's)		PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING	$ 318	GRADING	(✓)	X	FILES construction easements	(#)	40
RIGHT OF WAY	$ -	PAVING	(✓)	X	ACRES	(#)	0
ROADWAY	$ 3,082	STRUCTURES no change to existing	(✓)		RELOCATIONS	(#)	0
STRUCTURES	$ -	SIGNING	(✓)	X	WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$ -	SIGNALS No Changes	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	A
ILLUMINATION	$ 100	ILLUMINATION	(✓)	X	CONSTRUCTION ENGINEERING	(S,C,A)	A
TEMPORARY PROTECTION	$ 65				RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
	$	ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ inc.	DESIGN CATEGORY	(1-7)	4	CONSTRUCTION BY		
TOTAL CONSTRUCTION	$ 3247 ~~3,182~~	WORK TYPE	(1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE	$ 3,565 ~~3,500~~						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAIX (Mt. Hood Transfer)	RECOMMENDED PROGRAM YEAR FY 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	1	1
BIKE PATH (Y/N)	Y	Y
AVERAGE DAILY TRAFFIC	4,000	4,400
YEAR OF AVERAGE DAILY TRAFFIC	1981	2000

DEFINE THE PROBLEM

North Vancouver Way is a two-lane truck route with trucking service industries on each side of the roadway. Relatively flat land and a poor drainage system results in flooding. The pavement base is not sufficient to withstand existing heavy truck traffic load.

PROPOSED SOLUTION

Reconstruct the roadway with storm drains, drainage ditches, curbs, sidewalks, and an adequate base design to support truck loading.

REQUESTED, REGION ENGINEER X for E.L.H.	DATE			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1811 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Marine Drive - Union Avenue, N. Vancouver Way	KEY ID # REGION Metro

PROJECT JUSTIFICATION

Project requested by the City of Portland.

Metropolitan Service District approval by Resolution No. 83-389, adopted by the MSD Council on February 27, 1983.

ADMINISTRATION RECOMMENDATION

M6

1 Versteeg ✓
cy Anderson
2 Adams
cy Macnab
3 Steudemeyer
Terpin
4 Trent
g Wakerlig

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MAY 1 3 19[illegible]
ROAD DESIGN SECTION

Watson
Do Not File ☐
Return To
Bring Up
Action

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Marine Drive - Union Avenue, North Vancouver Way

REGION Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	A	AIRPORT CLEARANCE	N	WETLANDS	N ~~A~~
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	A	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	A	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	~~S~~ N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	A	RR ENCROACHMENT	N	▨		SIGNALS	A	OLD (#) 1	NEW (#) 1
						UTILITIES	A	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON S

EASEMENTS (#) 40

ACCESS CONTROL (Y/N) N

COMPANIES

Power:PGE	Tele.:Pacific NWB
Gas: NW Nat.Gas	Tele.:Cable Systems Pacific
Water:Port. W. B.	
Sewage:City of Port.	
Drainage: Peninsul	

DESIGN SPEED 35

DESIGN STANDARDS AASHTO

TYPICAL SECTION

combined															combined	
BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
-	-	-	-	5'-15'	-	-	12'	0	12'	-	-	5'-15'	-	-	-	-
-	8'	C	-	-	-	-	15'	0	15'	-	-	-	-	C	8'	-

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 5/2/85

734-1912 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Multnomah County

SECTION Marine Drive - Union Avenue, North Vancouver Way FAU 9960	REGION Metro

SURVEY AUTHORITY	AUTHORIZATION NO. 1.	PREFIX 726-1948	DATE March 17, 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 2,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$ 1,500	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	300,000		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	600	
905 FINAL DESIGN	, 1,000		920 PROGRAM MANAGEMENT	300		937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS	3,000		938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	1,800		923 ENVIRONMENTAL SECTION	200		950 TRAINING		
910 REGION GEOLOGIST	5,000		924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	200		925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	2,000		960 PUBLIC HEARING		
3 RIGHT-OF-WAY LIAISON	500		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200		932 RAILROAD & UTILITIES	200				
						TOTALS	$ 318,000	$ 318,000
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER IX-9960(1)						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

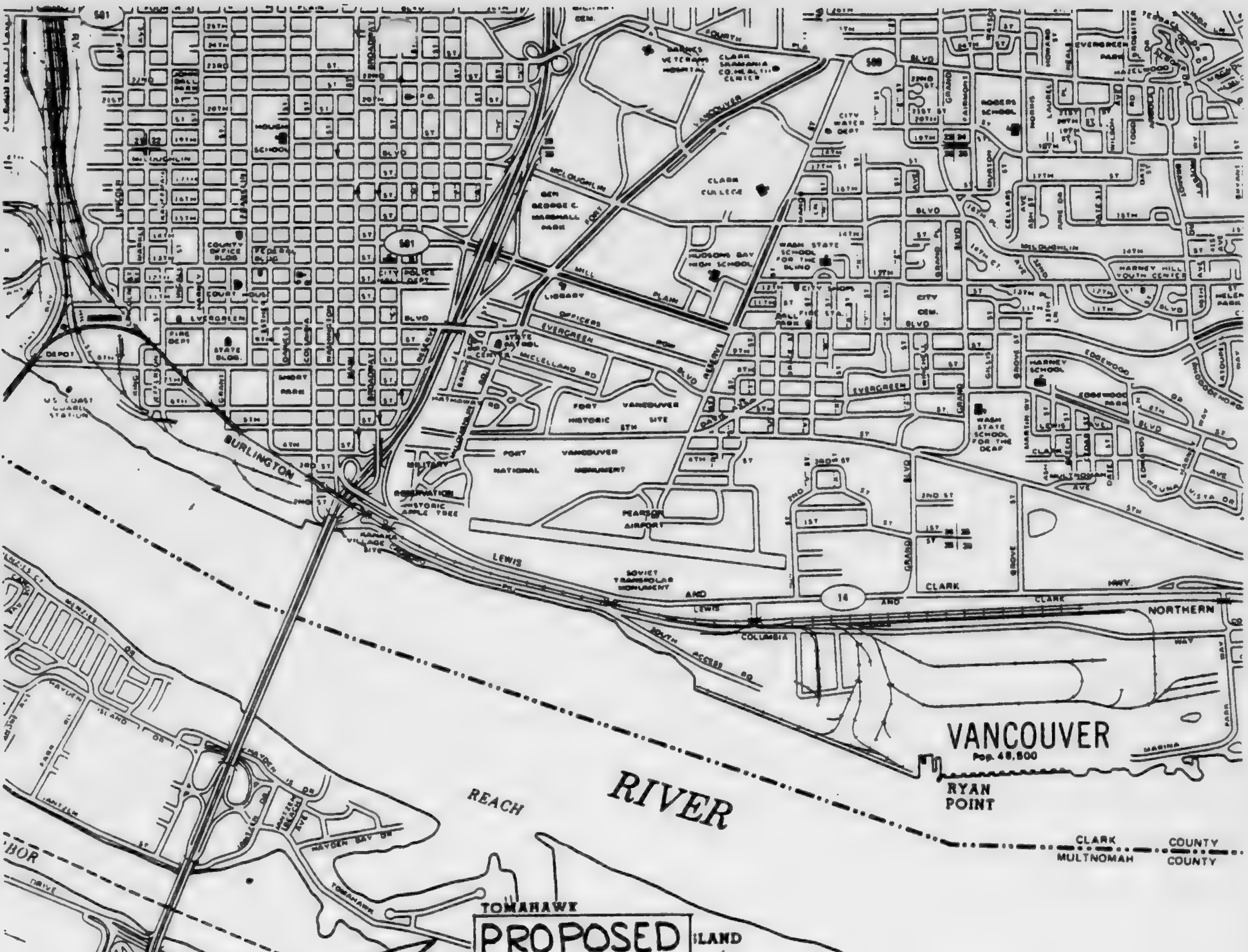
The City will perform the field survey, prepare the design, and prepare descriptions for construction easements.

The State will monitor, acquire necessary easements, perform soils exploration, surface design, and complete PS & E.

Approved by Hwy Eng'r 4-6-83 3,500,000 FAix

PREPARED BY	DATE 3-17-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/4/83
RECOMMENDED, REGION ENGINEER X for E.L.H.	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-3-83
RECOMMENDED, LOCATION ENGINEER X	DATE 5/2/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 4-19-83	

734-1914 (7-82)


PROPOSED
PROJECT
VANCOUVER
Pop. 48,500
PORTLAND
Pop. 370,000
RIVER
REACH
RYAN
POINT
CLARK COUNTY
MULTNOMAH COUNTY
TOMAHAWK
ISLAND
OREGON
SLOUGH
BURLINGTON
LEWIS
AND
CLARK
HWY.
NORTHERN
COLUMBIA
SLOUGH
PENINSULA
PEARSON
AIRPORT
FORT VANCOUVER NATIONAL MONUMENT
CLARK COLLEGE
PORTLAND SPEEDWAY
PORTLAND MEADOWS
COLUMBIA-EDGEWATER GOLF CLUB
RIVERSIDE COUNTRY CLUB
MARINE
DRIVE
DELTA
PARK
WEST
EAST
PACIFIC
HWY.
UNION
VANCOUVER
MIDDLEFIELD RD
MEADOW LN
SOUTH SHORE
FALOMA
WHITAKER/ COLUMBIA MIDDLE SCHOOL 1ST CAMPUS
HAYDEN ISLAND DR
BRIDGETON
MCCONNELL RD
LEBNER LN
ARMORY
ELROD
BROADWAY
14
500
501
5

7721

1E
city?

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Union Avenue @ Marine Drive

HIGHWAY NAME: Pacific Highway East

HIGHWAY NUMBER: 1E

REGION 1	ADMINISTRATIVE DISTRICT	COUNTY Multnomah	CITY Portland

LENGTH: 0.1 mi.

MILEPOST NUMBER: X5.84 TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II, Hazard Elimination Program

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Install a 3-phase signal and interconnect with the existing ramp meter signal on the Union Avenue on-ramp.

The proposal will improve traffic flow on Union Avenue and Marine Drive.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trour
4 Wakerlig

RECEIVED
[illegible] 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 = 9300 (NB on Union)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2000 = 10,800 (NB on Union)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☒ 1/	☐	☐	☒
PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH): 45

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

1/ Level of Service for existing conditions varies from "C" to "F". During peak hours (3 p.m. to 6:30 p.m.) traffic becomes congested through the intersection because of the freeway ramp control signal.

APPROVED
Frank E. Terpin
Location Engineer
Date 9/15/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTIN NUMBER AND WIDTH	PR OSED NUMBER AND WIDTH
TRAVEL LANES	2L 34-CC	same
SHOULDERS		
MEDIANS	6 conc ts	same
PARKING LANES	None	same
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☐	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☐	☐
Signing	☒	☐	☐	At Grade	☐	☐	☐
Illumination	☐	☒	☐	Separated	☐	☐	☐
Structures	☐	☐	☐	Railroad Encroachment	☐	☐	☐
Stage Construction	☐	☐	☐	Permits	☐	☐	☐
Pedestrian Crossing	☐	☐	☐	Conditional Use	☐	☐	☐
Rest Area	☐	☐	☐	Flood Plain	☐	☐	☐
Truck Scale Site	☐	☐	☐	Irrigation District	☐	☐	☐
Landscaping	☐	☐	☐	Water District	☐	☐	☐
Drainage	☐	☐	☐	Drainage District	☐	☐	☐
River ____	☐	☐	☐	Div. of State Lands	☐	☐	☐
Stream ____	☐	☐	☐	Dept. of Geology & Min. Ind.	☐	☐	☐
Storm Sewer	☐	☐	☐	Corps of Engineers	☐	☐	☐
Sanitary Sewer	☐	☐	☐	Coast Guard	☐	☐	☐
Right of Way	☐	☐	☐	DEQ NPS Air Pollution	☐	☐	☐
Simple Acquisition	☐	☐	☐	DEQ NPS Water Pollution	☐	☐	☐
Complex Acquisition	☐	☐	☐	Building	☐	☐	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE
Agreements (City-County Etc.)	☐	☐	☒
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☐	☒

Type ______________________

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☒	☐	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	n/a
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	n/a
CORRIDOR APPROVAL	( )	n/a
FIELD SURVEY	(4.0)	0.5
PRELIMINARY DESIGN	( )	1.0
DESIGN APPROVAL/FINAL EIS	( )	n/a
RIGHT-OF-WAY DESCRIPTIONS	( )	n/a
RIGHT-OF-WAY ACQUISITION	( )	n/a
P.S. & E. DOCUMENTS	( )	3.0

RECOMMENDED CONSTRUCTION DATE 1982 (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

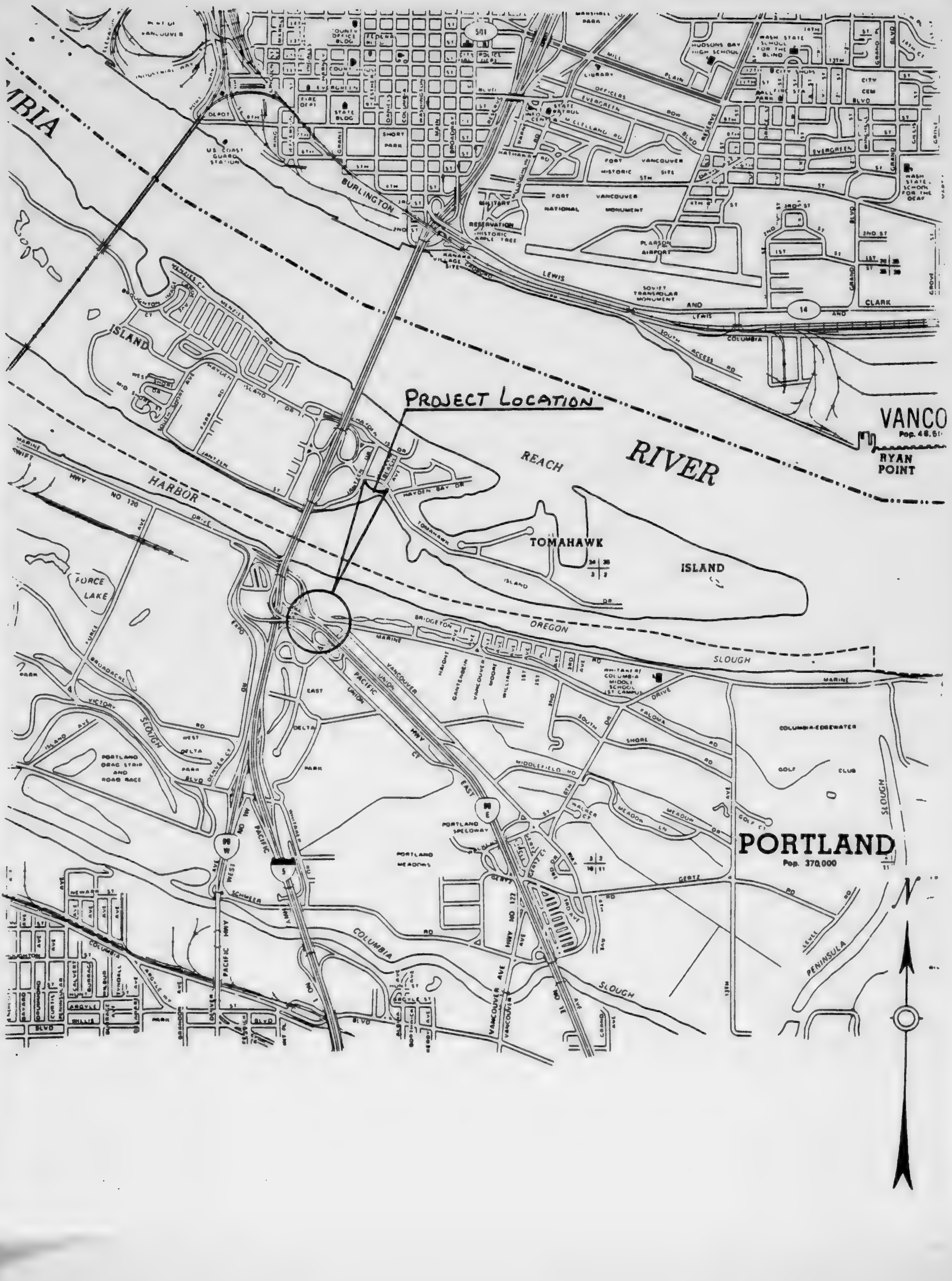
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,500	
RIGHT OF WAY		
TRAFFIC CONTROL	56,500	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER ____________________		
ENGINEERING & CONTINGENCIES	8,000	
PROJECT TOTAL	75,000	

SUBMITTED BY ______________________


PROJECT LOCATION
COLUMBIA
RIVER
REACH
VANCO
Pop. 46,51
RYAN POINT
TOMAHAWK ISLAND
HAYDEN ISLAND
BURLINGTON
US COAST GUARD STATION
COUNTY OFFICE BLDG
FIRE DEPT
STATE BLDG
SHORT PARK
MILL PLAIN
LIBRARY
HUDSONS BAY HIGH SCHOOL
WASH STATE SCHOOL FOR THE BLIND
CITY CEM
OFFICERS ROW
EVERGREEN BLVD
FORT VANCOUVER HISTORIC SITE
FORT VANCOUVER NATIONAL MONUMENT
MILITARY RESERVATION
HISTORIC APPLE TREE
KANAKA VILLAGE SITE
PEARSON AIRPORT
SOVIET TRANSPOLAR MONUMENT
LEWIS AND CLARK
WASH STATE SCHOOL FOR THE DEAF
SOUTH ACCESS RD
501
14
HARBOR DRIVE
HWY NO 120
FORCE LAKE
OREGON SLOUGH
BRIDGETON RD
MARINE DRIVE
WHITAKER COLUMBIA MIDDLE SCHOOL
EAST DELTA PARK
UNION PACIFIC
VANCOUVER WAY
PORTLAND DRAG STRIP AND ROAD RACE
COLUMBIA-EDGEWATER GOLF CLUB
MIDDLEFIELD RD
PORTLAND SPEEDWAY
PORTLAND MEADOWS
PORTLAND
Pop. 370,000
PENINSULA
COLUMBIA SLOUGH
SCHMEER RD
GERTZ RD
PACIFIC HWY
99 W
99 E
5
N

97C1 [illegible]

26-1948

STATE OF OREGON

INTEROFFICE MEMO

TO: FRANK TERPIN
Location Engineer

DATE: April 24, 1984

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Expedited Service R/W Programming
N.E. Union Ave.-N. Marine Drive
Vancouver Way

The City of Portland has completed their preliminary engineering on this project. During the preliminary engineering, four permanent easements were identified. One of these is for drainage and three of these are for slopes. Temporary easements are also required adjacent to these parcels. The City has gained donation of other temporary easements. The City intends to have this project contracted using federal funds this federal fiscal year. The project design was submitted to Salem on April 20, 1984. The City feels that an August contract letting is required to allow construction during the low water season for essential drainage work.

The City is asking us to program federal funds for the right-of-way (easements) identified in this submittal package. To maintain the current project schedule, they intend to acquire these easements using their forces. They have asked us to expedite the programming of funds so they may start the acquisition process as soon as possible.

The City of Portland has prepared a right-of-way strip map (on federal aid sheet), descriptions, right-of-way programming estimates, and the necessary statement regarding relocation. They also have included the vesting deeds and 1/4 sheets for the property involved. They have prepared these documents with guidance from Hank Wakerlig and Erik Ingebretson with the anticipation that the information will be complete and adequate.

After the necessary review by our descriptions section, please forward this information for programming of federal funds for right-of-way acquisition. There should be no need for a supplemental right-of-way services agreement because the City intends to do the acquisition required.

JDM:DEF:po

cc: Hal Versteeg
Hank Wakerlig
Gary Potter
Don Fantz
Erik Ingebretson
Don Coville - City of Portland

Attachments

1 Versteeg ✓
Anderson
2 Adams
Pacnab
Edwards
Terpin
Trout
3 Wakerlig

RECEIVED
[illegible]
ROAD DESIGN SECTION

Do Not
Return
Bring Up
Action

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION

4-17-83

ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.U	ROUTE NO. STATE
Street; N. Vancouver Way "Marine Dr.-Union Ave. (Portland) Sec."	580	30084	IX-9960(1)	9960	Street

Access Control Partial Parking Restrictions Complete System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

County Multnomah Code 051 (Mt. Hood transfer)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 2 Cl. Ho. ..... Exempt ___ ~~Date~~ Approved Resolution 83-389 No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 3.

(2) Included in FY 1983 MSD AE/TIP by Resolution 83-389.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$318,000
85%	FF	$270,300
	STATE	$ ---
	CITY	$ 47,700

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS: (1) Attached is a copy of "Authority for Survey" and project map.
(2) Concept approved in April 5, 1983 letter to you from Director of Oregon Department of Transportation.

JLG:lb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
4-14-83	D. E. Swan, P.E.	Project Unit Engineer

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Marine Drive - Union Avenue (Portland)
REGION: Metro

STATE HIGHWAY # N/A	HIGHWAY NAME N/A	MILE POST FROM N/A TO	LENGTH 1.5 mi.
☒ URBAN ☐ RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME North Vancouver Way
ROUTE # N/A	FEDERAL AID # FAU 9960	APPLICANT (IF OTHER THAN STATE) City of Portland	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 318	GRADING	(✓)	X	FILES construction easements (#)	40
RIGHT OF WAY		$ -	PAVING	(✓)	X	ACRES (#)	0
ROADWAY	$ 3,082		STRUCTURES no change to existing	(✓)		RELOCATIONS (#)	0
STRUCTURES	$ -		SIGNING	(✓)	X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ -		SIGNALS No Changes	(✓)		PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$ 100		ILLUMINATION	(✓)	X	CONSTRUCTION ENGINEERING (S,C,A)	A
TEMPORARY PROTECTION	$ 65					RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ inc.		DESIGN CATEGORY	(1-7)	4	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 3247 ~~3,182~~	WORK TYPE	(1-12)	4	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$ 3,565 ~~3,500~~				☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAIX (Mt. Hood Transfer)	RECOMMENDED PROGRAM YEAR FY 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	1	1
BIKE PATH (Y/N)	Y	Y
AVERAGE DAILY TRAFFIC	4,000	4,400
YEAR OF AVERAGE DAILY TRAFFIC	1981	2000

DEFINE THE PROBLEM

North Vancouver Way is a two-lane truck route with trucking service industries on each side of the roadway. Relatively flat land and a poor drainage system results in flooding. The pavement base is not sufficient to withstand existing heavy truck traffic load.

PROPOSED SOLUTION

Reconstruct the roadway with storm drains, drainage ditches, curbs, sidewalks, and an adequate base design to support truck loading.

REQUESTED, REGION ENGINEER
X for E.L.N.
DATE

APPROVED, ASST. HWY. ENG. FOR OPERATIONS
X
DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION
X
DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Marine Drive - Union Avenue, N. Vancouver Way

REGION
Metro

PROJECT JUSTIFICATION

Project requested by the City of Portland.

Metropolitan Service District approval by Resolution No. 83-389, adopted by the MSD Council on February 27, 1983.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Marine Drive - Union Avenue, North Vancouver Way

REGION: Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	A	AIRPORT CLEARANCE	N	WETLANDS	N ~~A~~
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	A	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	A	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	~~S~~ N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	A	RR ENCROACHMENT	N	▨		SIGNALS	A	OLD (#) 1 NEW (#)	1

UTILITIES: A (LIST BELOW)

COMPANIES

Power:PGE
Gas: NW Nat.Gas
Water:Port. W. B.
Sewage:City of Port.
Drainage: Peninsul
Tele.:Pacific NWB
Tele.:Cable Systems Pacific

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	40	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 35

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

combined															combined	
BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
-	-	-	-	5'-15'	-	-	12'	0	12'	-	-	5'-15'	-	-	-	-
-	8'	C	-	-	-	-	15'	0	15'	-	-	-	-	C	8'	-

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 5/2/85

734-1912 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Multnomah County

SECTION Marine Drive - Union Avenue, North Vancouver Way FAU 9960	KEY ID#
	REGION Metro

SURVEY AUTHORITY	AUTHORIZATION NO. 1.	PREFIX 726-1948	DATE March 17, 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 2,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$ 1,500	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	300,000		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	600	
905 FINAL DESIGN	, 1,000		920 PROGRAM MANAGEMENT	300		937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS	3,000		938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	1,800		923 ENVIRONMENTAL SECTION	200		950 TRAINING		
910 REGION GEOLOGIST	5,000		924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	200		925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	2,000		980 PUBLIC HEARING		
3 RIGHT-OF-WAY LIAISON	500		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200		932 RAILROAD & UTILITIES	200				

RIGHT-OF-WAY PREFIX	TOTALS	$ 318,000 | $ 318,000
	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER 1X-9960(1)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

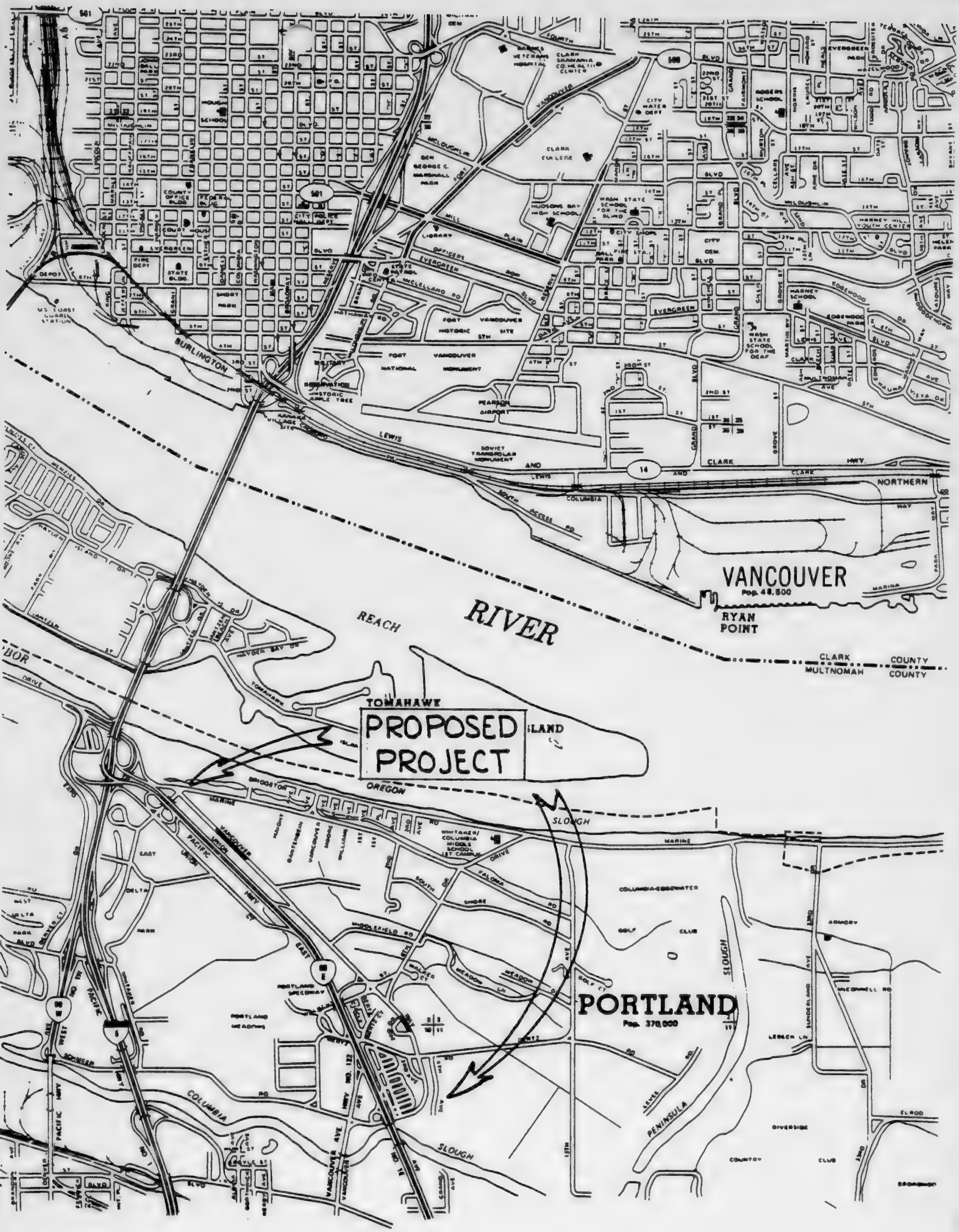
The City will perform the field survey, prepare the design, and prepare descriptions for construction easements.

The State will monitor, acquire necessary easements, perform soils exploration, surface design, and complete PS & E.

Approved by Hwy Eng'r 4-6-83 3,500,000 FAIx

PREPARED BY	DATE 3-17-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/4/83
RECOMMENDED, REGION ENGINEER X for E.L.H.	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-3-83
RECOMMENDED, LOCATION ENGINEER X	DATE 5/2/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 4-19-83	

734-1914 (7-82)


PROPOSED
PROJECT
VANCOUVER
Pop. 46,500
RIVER
REACH
RYAN
POINT
CLARK
COUNTY
MULTNOMAH
COUNTY
TOMAHAWK
ISLAND
OREGON
SLOUGH
COLUMBIA
SLOUGH
PORTLAND
Pop. 370,000
BURLINGTON
LEWIS
AND
CLARK
HWY
NORTHERN
14
PEARSON
AIRPORT
FORT
VANCOUVER
NATIONAL
MONUMENT
PENINSULA
GOLF
CLUB
COUNTRY
CLUB
PORTLAND
MEADOWS

726-1948

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Mike Lindberg, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

April 23, 1984

OM MRE OE PPM CE
TOS 4-24-84 ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

DON FANTZ - PROJECT COORD
ODOT - METRO
9002 SE MC LOUGHLIN BLVD
MILWAUKIE OR 97222

Dear Mr. Fantz:

The City of Portland hereby submits applicable maps, legal descriptions and project estimate to make application for FHWA participation in connection with minor right-of-way acquisition activities for N VANCOUVER WAY Street Project. All acquisitions take the form of small permanent easements, the need for which was identified during the preliminary engineering phase.

The Project, as designed, will require acquisition of permanent slope easements and temporary construction easements where the slope catch-points are outside of the existing right-of-way line. Construction of storm water facilities within private property is also an intergal part of the street construction Project. Temporary and permanent easements for construction, operation, and maintenance of these facilities are also required. The project does not require relocation of any person's property.

The construction phase of the Project is scheduled to commence on August 1, 1984. Because of the tight time frame for the Project, we ask that preferrential treatment be accorded our application.

Should your office or FHWA require additional information in order to process the City's application, you can be assured that my office will cooperate in any way possible. My office phone is (503) 796-7069.

Very truly yours,

Paul L. Niles

Paul L. Niles
Right-of-Way Agent
Bureau of Transportation Engineering

PLN:mmc

Enclosures

N VANCOUVER WAY IMPROVEMENT PROJECT

RIGHT-OF-WAY PROGRAM ESTIMATE

Project #6636
April 23, 1984

PROJECT FILE #	PROPERTY OWNER	PERM. SEWER EASE. AREA	TEMP. SEWER CONST. EASE. AREA	PERM. SLOPE EASE. AREA	TEMP. CONST. EASE. AREA	EASE. VALUE	IMPROV. DAMAGE	R/W PERSONNEL	TOTAL
3884-5	N. Wayne Raymond & Pamela C. Raymond			375 SF	1,510 SF	$ 500	0	$ 2,000	$ 2,500
3884-6	Clarence Fricke			845 SF	3,380 SF	800	0	2,000	2,800
3884-11	Wallace F. Baldwin & Nancy R. Baldwin			490 SF	1,930 SF	500	0	2,000	2,500
3884-7	Fleet Leasing, Inc.	1,125 SF	1,617.5 SF* 400 SF**			5,000	0	12,200	17,200
							TOTAL		$25,000

* East side of N Vancouver Way
** West side of N Vancouver Way

26-1948

STATE OF OREGON

INTEROFFICE MEMO

TO: FRANK TERPIN
Location Engineer

DATE: April 24, 1984

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Expedited Service R/W Programming
N.E. Union Ave.-N. Marine Drive
Vancouver Way
IX-9960(1) ✓

The City of Portland has completed their preliminary engineering on this project. During the preliminary engineering, four permanent easements were identified. One of these is for drainage and three of these are for slopes. Temporary easements are also required adjacent to these parcels. The City has gained donation of other temporary easements. The City intends to have this project contracted using federal funds this federal fiscal year. The project design was submitted to Salem on April 20, 1984. The City feels that an August contract letting is required to allow construction during the low water season for essential drainage work.

The City is asking us to program federal funds for the right-of-way (easements) identified in this submittal package. ✓ To maintain the current project schedule, they intend to acquire these easements using their forces. They have asked us to expedite the programming of funds so they may start the acquisition process as soon as possible. ✓

The City of Portland has prepared a right-of-way strip map (on federal aid sheet), descriptions, right-of-way programming estimates, and the necessary statement regarding relocation. They also have included the vesting deeds and 1/4 sheets for the property involved. They have prepared these documents with guidance from Hank Wakerlig and Erik Ingebretson with the anticipation that the information will be complete and adequate.

After the necessary review by our descriptions section, please forward this information for programming of federal funds for right-of-way acquisition. ✓ There should be no need for a supplemental right-of-way services agreement because the City intends to do the acquisition required.

JDM:DEF:po

cc: Hal Versteeg
Hank Wakerlig
Gary Potter
Don Fantz
Erik Ingebretson
Don Coville - City of Portland

Attachments

4/27/84
JIM SAYS THEY ARE
PROCESSING A CATEGORY
REQUEST.

PROGRAM SECTION ✓
MANAGER ______ PROJECT UNIT ______ ✓
APR 26 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Joe — Follow through
FOR on this item and make
sure we program A.S.A.P.

81-125-1387

726-1948 02610

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Mike Lindberg, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

July 2, 1984

Don Fantz, Project Coordinator
ODOT-Metro Region
9002 SE McLoughlin Blvd.
Milwaukie OR 97222

RE: NE Union Ave. to N. Marine Dr. (Portland)
Section, Vancouver Way

OM MRE CE PPM CE
TOS ME
JUN 29 1984
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

Dear Don:

Transmitted herewith are the original mylar construction plans for the subject project and two diazo blueline prints thereof. They include the revisions, additions, and corrections itemized below:

1. The concerns expressed in Curt Duval's transmittal of April 20, 1984 have been addressed or will be addressed in revised special provisions to be submitted in about a week.

2. The concerns expressed as notes and comments on the prints returned to us with your letter of May 21, 1984, have been addressed. That print is returned herewith. Those comments which have been incorporated into the plans are highlighted. Those which have not have been replied to in adjacent notes by myself or the storm sewer design engineer.

3. The temporary protection and direction of traffic plans have been completely revised to reflect changes in storm sewer design and construction staging.

4. A driveway has been added on sheet 8 at station 23+48, Left.

5. A bus turnout has been added on sheets 13 and 14 between Stations 48+25 and 50+25 Right with appropriate additions to the permanent signing plans.

6. A curb return has been shortened on sheet 20.

7. Provisions for relocating and mounting mail boxes per Postal Service requirements have been made for a number of additional mail boxes not noted in the original survey.

8. Drainage from the north third of the project has been rerouted along a donated permanent easement to outfall at an existing drainage district ditch.

02610

The revisions submitted herewith involve elimination of any connection or direct contact with the existing 60" CMP culvert. Replacement from the surface involves excavation of saturated silt loam and silty sand to a depth of at least 23 feet below grade, approximately seven feet below water table during low water season. As a result, the cost of replacement from the surface is about equal to the cost of replacement by inserting an interior sleeve. When the cost of traffic disruption from excavation is considered, the sleeve insertion approach is clearly preferable and has been adopted.

A number of promising insertion procedures are available for use, the most promising of which is the Gelco Insituform process. It appears that it would be preferable to perform sleeve insertion under a separate contract. This approach is indicated for the following reasons:

1. There is no physical contact between the roadway and drainage facilities to be constructed and the culvert.
2. The work area required for insertion is outside the right-of-way and not in significant conflict with other project work areas.
3. The fronting property owner has expressed a willingness to donate the necessary insert construction easements but only after other nearby construction activities cease.
4. The work will probably be done by a specialty contractor using a proprietary process. The subcontract markup cost to a prime contractor is expected to be about three times the cost of letting a separate contract.
5. Additional time is needed to dewater, clean, and inspect the culvert for collection of design data, to explore other insertion procedures, and to design the insert to be constructed.

We hereby request that you schedule letting of a second contract to perform sleeve insertion construction. Please schedule the letting to allow work to start in mid-August, 1985. The present project authorization is considered adequate to cover the second contract, and the present P.E. authorization is considered adequate for the remaining design work.

Attached hereto is a revised Engineer's Estimate. It reflects quantity revisions resulting from the design revisions enumerated above and from correction of minor errors. The new grand total indicates a project cost increase of approximately 1%, largely from adjustment of unit prices.

Please direct any questions about the project or revisions thereof to me at 796-7967.

Sincerely,

Frank S. Buehler, P.E.
Project Engineer
Bureau of Transportation Engineering

02610

9. Drainage from a portion of the project closest to Middlefield Road has been rerouted along Middlefield Road to the existing 60" culvert approximately 125 feet east of the project centerline.

10. Drainage in the Union Avenue on-ramp area has been redirected north to join item 8. above.

11. Drainage in the Jubitz Truck Stop area has been rerouted along a donated easement to connect to an existing drainage district manhole at sta. 44+65, 65 ft. right.

12. The construction staging has been modified to confine winter and spring roadwork to those areas south of Middlefield Road where mostly sand subgrade is anticipated.

Consideration of the alternatives adopted by many of the above revisions was initiated by Fleet Leasing, Inc. (Jubitz Truck Stop) whose customers comprise a large protion of the traveling public on Vancouver Way. Their principal concern was the tremendous disruptive effect of large diameter, deep sewer work on traffic flow. Their concerns have been addressed in two ways:

1. By minimizing size and depth of sewer work in the heavily traveled section between Middlefield Rd. and the Union Avenue on-ramp by discharging drainage district facilities at more opportune points.

2. By eliminating excavated replacement of the existing 60" CMP culvert at sta. 48+00 and deleting use thereof for discharge into drainage district facilities.

The existing 60" CMP culvert mentioned in item 2. above was installed by the Highway division in 1950 as part of the S. Unit, Denver Ave. - Columbia Slough widening of Union Avenue (Pacific Highway East). In 1976, jurisdiction of the Vancouver Way right-of-way, including the aging roadway and appurtenant drainage facilities, was transferred to the City of Portland. This City project will rebuild Vancouver Way to carry increased heavy duty traffic now and on into the future. It appears that the 60" CMP culvert installed with the old roadway can no longer be relied upon to support the existing or the new roadway.

Using reasonable estimates of soil pH and resistivity to which the culvert exterior is exposed along with established CMP design procedures, a design life to perforation of less than 40 years is indicated. Unlike most highway culverts, the culvert is always 50% to 100% flooded with drainage of no appreciable velocity and with probable occasional quantities of industrial chemicals from the adjacent truck service area. The low velocities have caused a foot or more of interior sedimention. Considering the potential for interior corrosion, a lifetime estimate based on exterior corrosion alone can be considered optimistic. The culvert has seen 35 years of service, so there is no reason to believe there is significant time remaining before general corrosion perforation. Since structural failure can be anticipated at any time after perforation, replacement of the culvert is appropriate and is anticipated as part of the Vancouver Way project.

Date: July 5, 1984 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 30084
Project No. IX-9960(1)
Marine Dr.-Union Ave. (Portland) Section
N. Vancouver Way
Multnomah County

I request your approval of a program change on the subject project to include in the character of proposed work "Right of Way Acquisition" at an estimated total cost of $25,000 with federal funds of $21,250. The right of way to be acquired consists of temporary and permanent easements and no relocation assistance is required.

I further request authorization to proceed with the actual acquisition of the required easements which are as outlined in red on the enclosed map.

CL:me
Encl.
cc: J. Boyd
D. Aman
D. Fonse
General Files

PM FILE

Oregon State Highway Division
Salem, Oregon July 30, 1984

Federal-Aid Project No. IX-9960(1)

Marine Drive-Union Ave.
Portland City Street
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 318,000.00
		Total	318,000.00

Type Code ROW

Right-of-Way	All Required	$ 22,000.00
	Subtotal	$ 22,000.00
	Acquisition	3,000.00
	Total	$ 25,000.00

Length of Project	1.5 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 318,000.00	$ 270,300.00	$ 47,700.00
Right-of-Way	25,000.00	21,250.00	3,750.00
Total	$ 343,000.00	$ 291,550.00	$ 51,450.00

Group 1 100%
Prefix: 726-1948
Prefix: 326-2596
WH:bkb

②

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1		Project Number IX-9960(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 3, 19 83.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 318,000	$ 343,000
Federal funds	$ 270,300	$ 291,550
Other revisions		

This modification is made for the following reasons: to include approved right-of-way costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the day of , 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XBX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Date: October 29, 1984 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-9960(1)
Marine Drive-Union Ave. (Portland) Section
N. Vancouver Way
Multnomah County

I request your approval of a program change to include in the proposed work, preliminary engineering necessary for the replacement or repair of a 60 inch culvert as indicated on the enclosed project prospectus. The construction work necessary to accomplish the replacement will be done under a future contract.

No increase in costs as currently under agreement on this project is anticipated for the additional preliminary engineering work.

CPL:bkb
Enc.
cc: Ted Spence
F. Terpin
General Files

02610

10149B

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Program Section

DATE: September 27, 1984

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: N. Marine Drive-N.E. Union Ave. (Unit 2)
North Vancouver Way

Here is our programming packet for culvert access construction work at the site of an already existing project on North Vancouver Way. Please refer to the enclosed letter from the City of Portland for a detailed explanation of their request for a second contract to perform this required work. No additional PE funds are anticipated to be necessary in connection with this request for a second contract. Additional roadway construction funds will be needed, however.

The Metro Environmenal Unit has identified this project as covered by the original project, key #01555. Copies of previously approved Project Prospectus parts 2, 3, and 4 are enclosed. A new part 1 is enclosed defining the problem and the request for a separate contract for the additional work.

Please program this in the PCS and proceed to request FHWA approval.

TAS:KLB:po

Attachment

cc: Fed Aid

PROGRAM SECTION
MANAGER ..... RESOURCE UNIT ____
FA UNIT ..... PROGRAM UNIT ____
OCT 1 1984
REFER TO.........................
R/D ..... ACT ..... REPLY ____
DISC ..... INFO ..... FILE ____

81-125-1307

10/5/84

PROJECT PROSPECTUS

PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION North Marine Drive - N.E. Union Avenue (Unit 2)	10149B	KEY ID # 02610	REGION Metro Region
STATE HIGHWAY # N/A	HIGHWAY NAME	MILE POST FROM TO	LENGTH ~~1.5 mi.~~
☒ URBAN ☐ RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME North Vancouver Way
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) City of Portland	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING	$ 35	
RIGHT OF WAY	$ 0	
ROADWAY	$ 115	Already existing PE prefix 726-1948 Adequate
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
	$	
40% ENGINEERING & CONTINGENCIES	$ included	
TOTAL CONSTRUCTION	$ 115	
TOTAL ESTIMATE	$ 150	

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	4
WORK TYPE	(1-12)	4

RIGHT OF WAY		
FILES	(#)	1
ACRES	(#)	0
RELOCATIONS	(#)	0

WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	A
CONSTRUCTION ENGINEERING	(S,C,A)	A
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	A

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/85	RECOMMENDED FUNDING SOURCE FAIX	RECOMMENDED PROGRAM YEAR FY'85

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	N/A	
STRUCTURES (#)	N/A	
SIGNALS (#)	N/A	
BIKE PATH (Y/N)	N/A	
AVERAGE DAILY TRAFFIC	4,000	4,400
YEAR OF AVERAGE DAILY TRAFFIC	1981	2000

DEFINE THE PROBLEM

N. Vancouver Way is being reconstructed under the first contract of this project. Preliminary engineering for the project has identified a need to replace the 60" culvert under the roadway because of its questionable structural integrity. To do this by open ditch method during the first contract would be extremely disruptive.

PROPOSED SOLUTION

Construct required access to the culvert out of the travelway, complete the survey and design requirements to install a sleeve insert that would restore the structural strength of 60" pipe under the roadway. This work will be by separate contract because of the special nature of the work and disassociation with the roadway contract. See attached letter.

REQUESTED, REGION ENGINEER 9/26/84 DATE

APPROVED, ASST. HWY. ENG. FOR OPERATIONS
X
DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION
X
DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — PR ECT REQUEST (Cont.)

1014B

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02610

SECTION N. Marine Drive - N.E. Union AVe. (Unit 2)

REGION Metro Region

PROJECT JUSTIFICATION

Project (Seperate Contract) requested by the City of Portland (see attached letter). This is an element of an existing project which the City of Portland would like contracted separately. (Two Contracts) Original project Metropolitan Service District approval by Resolution No. 83-389, adopted by the MSD Council on February 27, 1983.

PE approval

Federal Aid Project Number IX-9960(1)
Prefix 726-1948
Key ID #1555

I already have a project! Parts 2, 3, & 4 of prospectus are same. I don't want a new project. I need the existing project split into Two Contracts. This would be like Arterial Overlay #5 (Two contracts) or Hollywood (Two contracts)

ADMINISTRATION RECOMMENDATION

You may need to write the intent in a letter. JDM had called Gary Potters office and was told that a new Part 1 only was required to get a second contract into our system.

734-1911 (7-82) Cont.

PROJEC PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02610

SECTION: Marine Drive - Union Avenue, North Vancouver Way

REGION: Metro

TER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	A
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	A
PUBLIC HEARING	N	ILLUMINATION	A	MATERIAL SOURCE	A
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	A
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N
HYDRAULIC STUDY	A	RR ENCROACHMENT	N	▨	

PERMITS AND DOCUMENTS

AIRPORT CLEARANCE	N	WETLANDS	N ~~A~~		
CONDITIONAL USE	N	SENSITIVE LAND	N		
FLOOD PLAIN	N	CULTURAL RESOURCE	N		
CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N		
COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
STATE LANDS	N	SECTION 106	N		
GEOLOGY AND MINERALS	N	NOISE STUDY	~~S~~ N		
BUILDING	N	SECTION 4(F)	N		
SIGNALS	A	OLD (#)	1	NEW (#)	1
UTILITIES	A	(LIST BELOW)			

COMPANIES

Power:PGE

Gas: NW Nat.Gas

Water:Port. W. B.

Sewage:City of Port.

Drainage: Peninsul

Tele.:Pacific NWB

Tele.:Cable Systems Pacific

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	40	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 35

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

combined															combined	
BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
-	-	-	-	5'-15'	-	-	12'	0	12'	-	-	5'-15'	-	-	-	-
-	8'	C	-	-	-	-	15'	0	15'	-	-	-	-	C	8'	-

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 5/2/85

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02610

SECTION Marine Drive-Union Avenue, North Vancouver Way

REGION Metro

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require several minor construction easements, totaling 0.7 acres. No structures are affected.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

All of section northwest of 6th Avenue is in industrial use; some of the section southeast of 6th Avenue to Union Avenue is in residential use (trailer park and single family). The entire section is classified as general or light manufacturing in the Portland Comprehensive Plan. The project is consistent with this classification. The Portland Arterial Streets Policy is being amended to reflect moving the designated bicycle route from Vancouver to Union Avenue.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project is not likely to affect traffic volumes and patterns. Safety should improve with the proposed changes in street drainage and weight-carrying ability of the base design.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None expected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None expected.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None expected.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

This project is a Categorical Exclusion as defined in23 CFR 771.115.

OTHER DOCUMENTATION

Noise Study Report.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
Craig Markham	653-3222	

File # 10149
02610

OREGON STATE HIGHWAY DEPARTMENT

TO: SAM GILMOUR

SUBJECT: MARINE DR. - UNION AVE.

FROM: JEFF KAISER

DATE: 5/2/84

RIGHT-OF-WAY IS NOW BEING REQUIRED ON THIS PROJECT, THEREFORE, A REVISED PART 3 IS BEING RESUBMITTED FOR YOUR REVIEW AND ACTION.

cc: PROGRAM PACKET FILE

Jeff (SIGNATURE)

PLEASE REPLY HERE

CC:

(SIGNATURE)

(DATE)

SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02610

SECTION N. Marine Drive-N.E. Union Ave (Unit 2

REGION Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

This work Covered by Original Project, Unit 1 Key I.D.# 1555

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

I agree

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Multnomah County

KEY ID# 02610

SECTION Marine Drive - Union Avenue, North Vancouver Way FAU 9960

REGION Metro

SURVEY AUTHORITY

AUTHORIZATION NO. 1.

PREFIX 726-1948

DATE March 17, 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 2,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$ 1,500	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	300,000		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	600	
905 FINAL DESIGN	, 1,000		920 PROGRAM MANAGEMENT	300		937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS	3,000		938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	1,800		923 ENVIRONMENTAL SECTION	200		950 TRAINING		
910 REGION GEOLOGIST	5,000		924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	200		925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	2,000		980 PUBLIC HEARING		
3 RIGHT-OF-WAY LIAISON	500		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200		932 RAILROAD & UTILITIES	200				

TOTALS	$ 318,000	$ 318,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER 1X-9960 (1)

LOCATION ENGINEER'S REMARKS

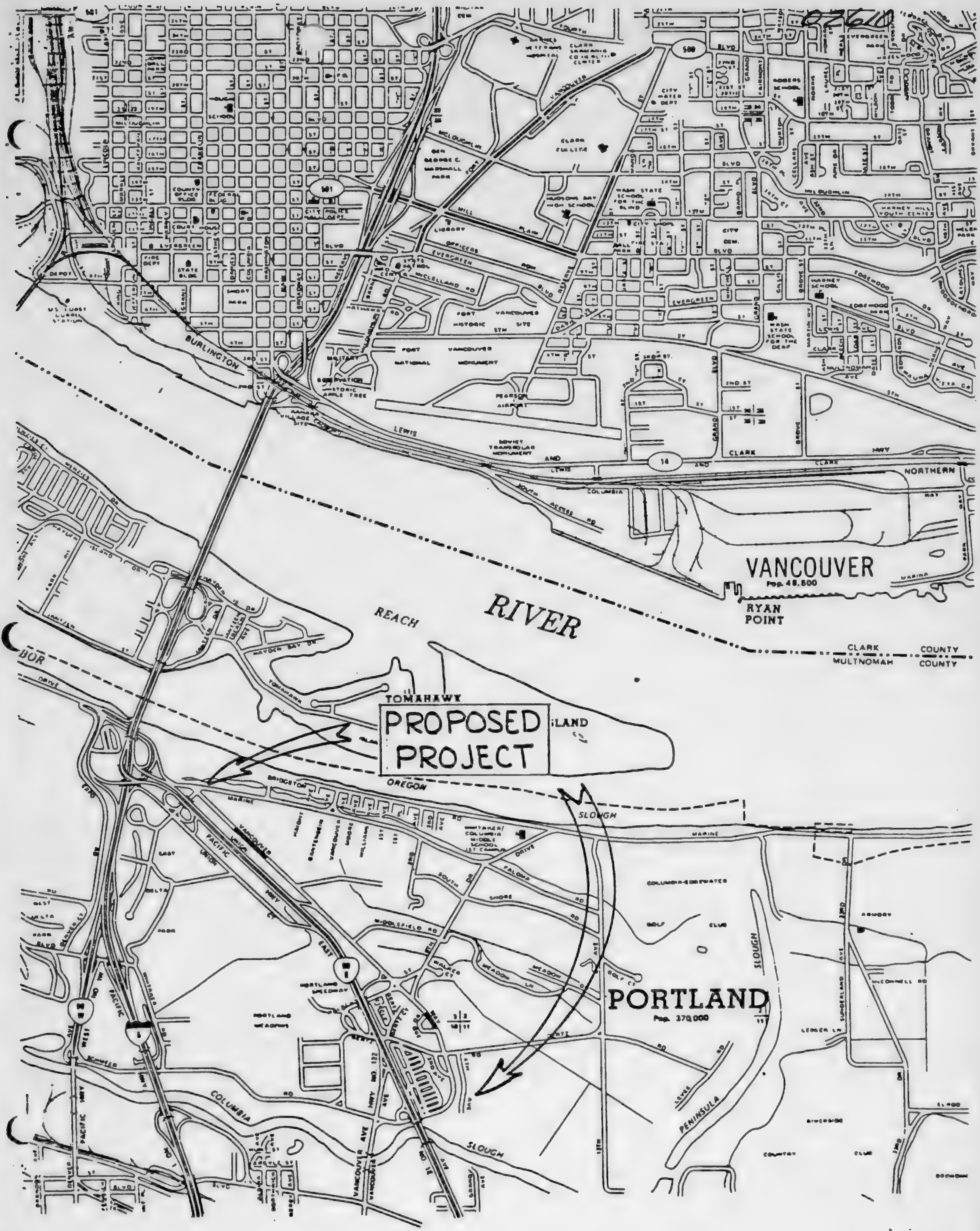
The City will perform the field survey, prepare the design, and prepare descriptions for construction easements.

The State will monitor, acquire necessary easements, perform soils exploration, surface design, and complete PS & E.

Approved by Hwy Eng'r 4-6-83 3,500,000. FAix

PREPARED BY	DATE 3-17-83	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/4/83
RECOMMENDED REGION ENGINEER X for E.L.H.	DATE	APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-3-83
RECOMMENDED LOCATION ENGINEER X	DATE 5/2/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 4-19-83	

02610


PROPOSED PROJECT
VANCOUVER
Pop. 46,500
RIVER
REACH
RYAN POINT
CLARK COUNTY
MULTNOMAH COUNTY
TOMAHAWK ISLAND
OREGON SLOUGH
BRIDGETON
MARINE DRIVE
BURLINGTON
NORTHERN
LEWIS AND CLARK HWY
PEARSON AIRPORT
FORT VANCOUVER NATIONAL MONUMENT
FORT VANCOUVER HISTORIC SITE
CLARK COLLEGE
MILL PLAIN BLVD
EVERGREEN BLVD
HAYDEN IS DR
VANCOUVER WAY
PACIFIC UNION HWY
DELTA PARK
PORTLAND MEADOWS
PORTLAND SPEEDWAY
COLUMBIA EDGEWATER GOLF CLUB
PORTLAND
Pop. 370,000
PENINSULA
SLOUGH
COLUMBIA SLOUGH
VANCOUVER AVE
COLUMBIA BLVD
500
501
14
5

Date: August 20, 1985 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Termination
Project No. IX-9960(1)
Marine Dr. - Union Ave. (Portland) Section
N. Vancouver Way
Multnomah County

I request your approval to terminate the subject project and claim participation for the Phase II preliminary engineering costs in connection with the repair or replacement of the 60-inch culvert authorized by your memo of November 5, 1984.

Enclosed is a copy of a July 8, 1985 memo from the City of Portland which indicates that after detailed inspection it has been determined the remaining service life of the culvert is at least 20 years. The city therefore requests termination of further preliminary engineering work.

I will by separate action request the Accounting Section to prepare and submit a final voucher on the project upon receipt of approval to terminate the project.

CPL:me
Encl.
cc: E. Hardt (Metro)
Gary Zehner
Jan Peterson
General Files

726-1948

STATE OF OREGON **INTEROFFICE MEMO**

TO: GARY POTTER, Manager
Program Section

DATE: July 29, 1985

FROM: James D. McClure
Project Development Engineer

SUBJECT: N.E. Union Ave.-N. Marine Drive (Portland)
North Vancouver Way
Multnomah County

The City of Portland has determined that construction of Unit 2 of the subject project will not be necessary. This unit would have entailed lining an existing 60" CMP culvert, which was subsequently determined by City forces to have at least 20 years service life remaining. Therefore, the City requests cancellation of Unit 2 construction plans and termination of the PE phase (letter attached). The City has yet to submit their final PE billing, so the PE prefix will need to be kept open for a short time yet.

po

cc: Ted Spence
Wayne Schulte
Dave Simpson

Attachment

copy to Duane Christensen
Bob Pool

copies sent
7/31

Return to GAP

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 30 1985
REFER TO Brock
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Margaret D. Strachan, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

July 8, 1985

Dave Simpson
ODOT-Metro Region
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

OM MRE OE PPM CE
TOS
JUL 9 1985
US ME
PDM
CSA Metro Region TAM
SO PA EM BUD LM

Re: NE Union Avenue to N. Marine Drive (Portland)
Vancouver Way FAU 9960

Dear Dave,

In October 1984, the City of Portland Maintenance Bureau completed construction of a manhole over and around the 60" CMP culvert which was to have been lined as unit two of the subject project. In March 1985, the Bureau dewatered and cleared the culvert using the newly constructed manhole for access. At that time, the sewer design engineer assigned to the project personally inspected the culvert. Last month, his report was submitted to the Project Manager. It concludes that lining of the culvert is not necessary at this time and that the culvert's remaining service life is at least 20 years. A copy of the report is attached, and supporting photographs are on file with the City Bureau of Environmental Services.

Since in situ reconstruction of the culvert is not necessary, the City hereby requests cancellation of unit two construction plans for the subject project, and termination of the P.E. phase of the project. The City will submit a final P.E. billing shortly.

Sincerely,

Frank Buehler

Frank S. Buehler, P.E.
Project Manager
Bureau of Transportation Engineering

FSB:jwp

Attachment

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MA[illegible] 12,1966

U.[illegible]EPARTMENT OF TRANSPORTATION
[illegible]ERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

[illegible]TATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX 9960(1)

VOUCHER PERIOD
FROM 04 19 83
TO 08 07 89

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
					-0-
282,198.53	282,198.53	85.00	239,868.73	239,868.73	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	1/8/91	Robert E Wainberg ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00
ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

MARINE DRIVE-UNION AVENUE SECTION
CITY STREET
MULTNOMAH COUNTY

Type Code PE
Preliminary Engineering

State	All Required	$ 54,707.88
City of Portland	All Required	219,787.87
Portland Water Bureau	All Required	6,909.49
TOTAL PRELIMINARY ENGINEERING COST		$281,405.24

Miscellaneous Project Cost

Audit	All Required	$ 781.35

TYPE CODE ROW

RIGHT OF WAY	All Required	$ 11.94
TOTAL PARTICIPATING COST		$282,198.53
TOTAL PROJECT COSTS		$17,928.87

IX 9960(1)

REQUIRED AUDITS CONDUCTED, ANY NECESSARY ADJUSTMENTS HAVE BEEN MADE.

1984 Usweg Cr. Slide Sec, Sunset 9902
Hwy. W. of Ptld.
(gr, pav, sign.)

STATE OF OREGON

INTEROFFICE MEMO

TO: J. B. Boyd, George Machan, Clarence Eshelman

DATE: June 2, 1987

FROM: John R. McCulloch, Jr.
Chief Trial Counsel

Oswrg Slide

SUBJECT: Forman v. State of Oregon
Clatsop County Circuit Court No. CC85-2164

This is to advise that the above matter, which was to have been tried in Astoria commencing June 9, 1987, has been settled. As you can see from the attached papers, which I have just posted for signing by plaintiff's attorney Arthur Tarlow, the State's only obligation is to furnish the Formans with inclinometer readings once a year for ten years.

JRM/jep

Attachments

cc Rulien
cc Genl Files
cc Rick Kuehn
insure that above agreement is met
JB 6/4/87

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUN 03 1987
☐ AM ☐ ADM ☐ RBR ☐ CA ☐ RS
PMS AS CE OS TR PUE

81-125-1387

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLATSOP

RONALD A. FORMAN and JULIE A. FORMAN, Plaintiffs, v. STATE OF OREGON, by and through its Department of Transportation, Defendant.	No. CC85-2164 STIPULATED JUDGMENT OF DISMISSAL

It appearing to the Court that this matter has been fully compromised and settled, and the stipulation of the parties thereto being entered hereupon, now, therefore, it is hereby

ORDERED AND ADJUDGED that the within entitled cause be, and the same hereby is, dismissed with prejudice and without costs to either party.

DATED this _____ day of ________________________, 1987.

____
CIRCUIT COURT JUDGE

SO STIPULATED:

____
ARTHUR L. TARLOW, OSB No. 66124
Of Attorneys for Plaintiffs

John R McCulloch Jr.
____
JOHN R. McCULLOCH, JR., OSB No. 65076
Of Attorneys for Defendant

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLATSOP

RONALD A. FORMAN and
JULIE A. FORMAN,

Plaintiffs,

v.

STATE OF OREGON, by and
through its Department of
Transportation,

Defendant.

No. CC85-2164

STIPULATION

Whereas plaintiffs by and through their attorney, Arthur L. Tarlow, have agreed to dismiss the above-entitled cause with prejudice upon certain terms and conditions, and

Whereas defendant by and through counsel, has agreed to leave in place inclinometers located on or near plaintiffs' property for a period of years and to provide plaintiffs with an annual reading of the inclinometers in consideration of plaintiffs' dismissal of the above-entitled cause,

NOW, THEREFORE, Ronald A. Forman and Julie A. Forman, plaintiffs, and State of Oregon, Department of Transportation, defendant, do hereby agree and stipulate as follows:

1. Defendant once per year for ten years from this date will read, and report to plaintiffs the results of such readings, inclinometers located at or near plaintiffs' real property located in Clatsop County, Oregon, more fully described as follows: Lot 6, Tract 4, Elderberry and Nehalem Homesites, Clatsop County, Oregon, for a

period of ten years following the date of this stipulation.

2. Plaintiffs Ronald A. Forman and Julie A. Forman will dismiss the above-entitled cause with prejudice and without costs to either party.

ARTHUR L. TARLOW, OSB #66124
Of Attorneys for Plaintiffs
Dated: ____________________

John R. McCulloch Jr
JOHN R. McCULLOCH, JR., OSB #65076
Of Attorneys for Defendant
Dated: 6/1/87

December 19, 1985

CON 5
#9902

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

On September 6, 1985, we wrote to you concerning release of final payment on Contract No. 9902 awarded to Cascade Construction Company, Inc. for work on the Osweg Creek Slide Section of the Sunset Highway in Clatsop County.

The total contract amount is $341,393.03, and no work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

mab

cc: Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9902

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: August 28, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9902, On Site Work Substantially Completed December 4, 1984

All Work Completed January 31, 1985

Project Osweg Creek Slide

Highway Sunset

County Clatsop

Type of Work Grading, Paving & Signing

Contractor Cascade Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-6-85 - surety letter written (ac)

noted
RGormsen

RECEIVED
AUG 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Rolfe, R/W Supervisor
Region I

DATE: July 18, 1985

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Osweg Creek Slide - Improvements
Clatsop County

I have received your communication of July 16, 1985 relative to the improved properties in the Osweg Slide area. I appreciate your recommendation, but it is my judgment that the problem that we have participated in at the Osweg Slide must be corrected in the following fashion:

1. Sell the mobile homes at auction, quickly.
2. Auction all improvements off for salvage.
3. Design a contract that will remove or backfill improvements such as septic tanks, wells, foundations, excavations.
4. Rough grade the areas to natural controur.
5. Maintain the area in its native state without further sales, etc.

The time schedule for this work should be accomplished prior to winter.

JBB:mk

cc: Scott Coulter
E. S. Hunter
Jack Sollis
Ed Hardt ✓

RECEIVED
STATE HWY ENGR

JUL 22 '85

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						X

CC: Pat Schwartz } FYI
Dave Willhite

81-123-1387

E. Hardt

STATE OF OREGON

INTEROFFICE MEMO

TO: J. B. Boyd
R/W Manager, DOT, Salem

DATE: July 16, 1985

FROM: Kenneth Rolfe
Regional R/W Supervisor, Milwaukie

SUBJECT: Osweg Creek Slide
Clatsop County

To date this office has acquired 24 improved properties in the Osweg Slide area. These improved properties are now being vacated. These properties include $214,000 in homesites and $577,000 worth of improvements.

We are now at a stage where a decision must be made on the disposition of these improvements. This decision should be made immediately so that vandalism can be kept to a minimum.

In discussing the present status of the slide with the engineers and our geologist, Clarence Eshelman, the consensus is that earth movement has been relatively minor this summer. No one, of course, knows how long this more stable condition will continue after the winter rains begin.

When we decided to acquire these properties, the decision was made to buy everything within the designated "red zone." We since have enlarged this area to include a few individual properties as damage occurred. We found, as we acquired these properties, there were varying degrees of damage to the improvements. Some houses have suffered slight structural damage and on others the damage has been extensive. Varying degrees of damage have occurred to the homesites as well. There are homesites with no visible evidence of damage, while on other lots the septic systems no longer function. In a similar manner some lots have had water line breaks several times and other lots have never had water line breaks.

When we began this project, I expected to have the slide correction work completed this year. It now appears questionable if we will be able to let a contract this year. If there was a possibility of selling some of these houses, we wanted to do it before the rains because they get damp and musty very quickly in this area.

The following courses of action for the disposition of improvements are possible:

1. Rent the houses for a very nominal amount with a sizable deposit. The purpose being to keep them occupied until we have a better feel for doing something with them. This would minimize vandalism and keep the houses from becoming damp and full of mildew. This alternative could be rather difficult because of the limited market and poor quality tenant in the area.

2. Sell the properties with a release of liability to the State. This could only be done with properties that have had very minor damage from earth movement. This would have to be done with low down payments and reasonable monthly payments. This would keep the properties on the tax rolls. It would also subject ODOT to criticism if excess earth movement in the future rendered the improvements uninhabitable People would clamor for their money back even though they signed a release. Every house we sold like this would mean we were recovering the lot value. Right now the total value of lots purchased is $214,000. When these houses are gone it is very doubtful the County would give septic permits or building permits for a number of years. Therefore, these lots without houses on them will become valueless.

3. Sell all the houses for removal or salvage. This will render the lots valueless and recover maybe 5% of the value of the improvements (total improvement value thus far is $577,600).

4. Keep all the improvements in tact until stabilization of the slide occurs. This will encourage vandalism and theft of our property. It will also encourage the same kind of treatment to those properties remaining outside the "red zone." This, in my opinion, is the least desirable alternative.

Please give this your immediate attention. I think we should take some positive action as soon as possible and would appreciate getting some direction on this matter.

KR:kf

cc E. Hardt

Form

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

OSWEGO

File #	NAME	LAND VAlue		imp. VAlue		Total	pd	
4234	Calvert	5	500	13	500	19	000	
4360	Hever	7	000	35	000	42	000	
4361	worth	8	000	23	000	31	000	Reviewed figures ROSSMAN
4365	Tiedemann	7	000	7	500	14	500	
4363	Pope	8	500	44	500	53	000	
4364	Clancy	7	000	20	000	27	000	
4367	Harding	14	500	24	500	39	000	
4369	TRAUSS	8	500	27	800	36	300	Reviewed figures Rossman
4370	wilson	8	500	20	500	29	000	
54371	Klein	7	000	20	000	27	000	
54372	Grigalot	7	000	23	000	30	000	
54374	DeVore	13	000	24	500	37	500	
4375	Clancy	6	000	17	500	23	500	
4376	Dilkird	8	500	26	500	35	000	
54377	McKechnie	10	500	42	500	53	000	
4378	Shump	11	500	38	500	50	000	
4392	Sjoli	11	500	27	500	39	000	
54393	Garner.	8	500	30	500	39	000	
54405	Moore	$ 12,	500	38	500	$ 51	000	
54409	Graham	7	000	~~5~~ 8	000	15	000	
4410	Zuber	8	500	3	300	11	800	
4412	Kosmecki	7	000	23	000	30	000	
54415	Radamacher	14	000	21	000	35	000	
54416	Taylor	7	000	17,	000	24	000	
	24							
	Totals	$ 214,	000	$ 577,	600	$ 791,	600	

JOHN D. RYAN
ATTORNEY AT LAW
1300 AMERICAN BANK BUILDING
621 S. W. MORRISON STREET
PORTLAND, OREGON 97205
(503) 227-0493

April 9, 1985

Department of General Services
Mr. Darrell Ralls, Director
1225 Ferry Street, SE
Salem, Oregon 97310

State Highway Division
Mr. H. Scott Coulter
140 Transportation Bldg.
Salem, Oregon 97310

Department of Transportation
Mr. Kenneth L. Rolfe
2400 SE Mailwell
Milwaukie, Oregon 97222

RECEIVED
STATE HWY ENGR
APR 10 '85
REFER TO
Sellers
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

cy
WES

Re: Osweg Creek Slide Area
Herbert A. and Vivian L. McKechnie

Gentlemen:

This will constitute as notice under ORS Chapter 30 regarding the Oregon Torts Claim Act on behalf of the above named claimants for inconvenience, physical damage and psychological damage suffered due to the Osweg Creek Slide problem with their home premises at the address of Elsie Route Box 739, Seaside, Oregon 97138.

The circumstances of this situation are well known to the Department of Transportation, Highway Division. The McKechnies are also seeking recovery for the value of their premises under a theory of condemnation.

In addition to the condemnation problem, Mr. and Mrs. McKechnie both suffered personal inconvenience and physical distress as well as psychological strain arising from these circumstances in the necessity of leaving their home and living elsewhere over a period of time.

This is to inform you that we will seek damages in the full extent permitted under the statute for each of the above claimants.

You have heretofore be given the amount of the claims by the McKechnies for the cost of living elsewhere when they were forced into leaving their home because of the circumstances of damage.

This information was regarding the responsibility of the Highway Division was decided at the January meeting in which Mr. Rolfe told the parties that he related their damage to the activities of the Highway Division.

Kindly contact this office or Mr. Jesse Webb (223-7459) for further information. We will be pleased to give you any information which you request to supplement this letter of demand.

Very truly yours,

John Ryan

JOHN D. RYAN

JDR:jls

cc: Mr. Henry A. Carey
Mr. Jesse F. Webb
Mr. Herbert McKechnie

April 9, 1985

Mr. Lloyd Morgan
Elderberry Lodges Water System
Elsie Route, Box 93
Seaside, OR 97138

Water Facilities Damage
Osweg Creek Slide Section
Sunset Highway
Clatsop County

Attn: Wade Morgan

Dear Mr. Morgan:

This is to confirm my verbal request that you review your records and tabulate the costs you feel were incurred to repair water facility damages caused by the Osweg Creek Slide.

The repairs should be tabulated as to location and date of each repair with the costs broken down into material, labor and equipment. If equipment rental rates have not been established or cannot be substantiated, the Highway Division will assist you in establishing acceptable rental rates.

I am attaching a copy of a plat of the Elderberry and Nehalem Estates for use in identifying the repair locations. Each location could be marked with a circled number or letter for easy reference.

Your cooperation in this matter is appreciated. Please call me at (503) 378-6511 if I may be of assistance.

Yours truly,

Jack M. Cartwright
Utility Relocation Coordinator

NOTED
W. E. SCHWARTZ

JMC:jr
attach.

cc: Ken Rolfe

bc: W. E. Schwartz
J. B. Boyd
Jack Sollis
Ed Johnson
Clarence Eshelman

RECEIVED
STATE HWY ENGR
APR 10 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

JOHN D. RYAN
ATTORNEY AT LAW
1300 AMERICAN BANK BUILDING
621 S. W. MORRISON STREET
PORTLAND, OREGON 97205
(503) 227-0493

RECEIVED
STATE HWY ENGR
APR 8 '85
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

[illegible]

NOTED
W. E. SCHWARTZ

April 4, 1985

Department of General Services
Mr. Darrell Ralls, Director
1225 Ferry Street, SE
Salem, Oregon 97310

✓State Highway Division
Mr. H. Scott Coulter
140 Transportation Bldg.
Salem, Oregon 97310

Department of Transportation
Mr. Kenneth L. Rolfe
2400 SE Mailwell
Milwaukie, Oregon 97222

Re: Osweg Creek Slide Area

Gentlemen:

This will serve as notice under ORS 30.275 and other statutes of the claim of the following persons for damages arising out of the land slides which information was given on November 9, 1984, respecting responsibility of the Highway Department, State of Oregon, Department of Transportation and other state agencies for damage to the premises of Richard Ellisor and Billie Jean Ellisor, husband and wife, together with their children, Shawn, Jean-Marie, Christopher and Dena. This claim is made on behalf of the above persons for damages arising to Tax Lots 11 and 1/2 of 9, known as Tract 22, Elderberry and Nehalem Homesites also reached and located at Elsie Route, Box 751, Seaside, Oregon 97138, for damages to the land and building and appurtenances caused by the neglect and fault of the Highway Department, State of Oregon, Department of Transportation with regard to what is known as the Osweg Creek Slide Area.

It is the claim of the Ellisors that their homesite has been damaged in excess of $25,000 and that they have other personal inconveniences psychological and physical damages to various members of the family all in the full sum of the statutory limitation of $100,000 inclusive of the homesite damage. This claim will be supplemented by further proof. The Highway Department has already had its experts examine the area and is fully informed of all aspects of the claim.

The physical damage has been primarily emotional difficulties arising primarily to Richard Ellisor because of his ongoing physical condition which is known as "bipolar disease" also known as "manic-depressive syndrome" which has been exacerbated and aggravated by the aforegoing slide and the consequences to the Ellisor family. There has been an emotional upset of the children and of Mrs. Ellisor as well. Further information which will be provided to you in due course.

It is the purpose of this letter to comply with ORS 30.275 and Chapter 30, known as Tort Actions Against Public Bodies.

In addition we wish to advise you that it will be the Ellisors' intention to attempt to recover in terms of inverse condemnation of their property all of which has been discussed with Mr. Kenneth Rolfe.

Kindly acknowledge receipt of this letter and indicate what further can be done respecting this claim.

Very truly yours,

JOHN D. RYAN

JDR:jls

cc: Mr. Richard Ellisor
Mr. Henry A. Carey
Mr. Jesse F. Webb

JOHN D. RYAN
ATTORNEY AT LAW
1300 AMERICAN BANK BUILDING
621 S. W. MORRISON STREET
PORTLAND, OREGON 97205
(503) 227-0493

RECEIVED
STATE HWY ENGR
APR 9 '85
REFER TO
Sellis
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

cy
WES

April 4, 1985

Department of General Services
Mr. Darrell Ralls, Director
1225 Ferry Street, SE
Salem, Oregon 97310

✓State Highway Division
Mr. H. Scott Coulter
140 Transportation Bldg.
Salem, Oregon 97310

Department of Transportation
Mr. Kenneth L. Rolfe
2400 SE Mailwell
Milwaukie, Oregon 97222

Re: Osweg Creek Clide Area

Gentlemen:

This letter is written on behalf of James Joseph Heuer and Tammie Marie Heuer who are the owners of property generally reached by mail at Elsie Route, Box 734, Seaside, Oregon 97138, also known as tax lots ______ and tract ____ Elderberry and Nehalem Homesites, parcel 2700.

The Heuers have suffered damage which they were informed of sometime in mid November 1984 due to the slide known as Osweg Land Slide. Their damage has heretofore been conveyed to Highway Department, State of Oregon, Department of Transportation, by way of Kenneth L. Rolfe. The estimated amount of their damage to their home premises is in excess of $75,000. In addition, Mr. Heuer suffered personal injury derived from the results of a heart attack which was due to and precipitated by the unusual circumstances of their homesite suffering as a direct consequence of the slide.

This is to notify you under ORS 30.275 and like statutes of the intention of Mr. and Mrs. Heuer on behalf of themselves and their family to assert a claim in the maximum amount allowed by law.

Mr. Heuer's claim will be for personal injury and damage as aforesaid and we would be please to submit to you medical information respecting the causal connection between the slide and Mr. Heuer's heart condition which was severe and resulted in hospitialization and angioplasty procedure in February of 1985.

It shall be the intention of the respective claimants to seek full recovery to the limits prescribed by the Oregon Torts Claims Act, known as "Tort Actions Against Public Bodies", ORS 2060 through ORS 30.295 for each claimant.

This is not intended to supersede any rights of condemnation or inverse condemnation available to the claimants Heuer.

Kindly contact this office respecting this matter. Any rights of entry to further inform your offices of the claims will be willingly granted by the Heuers and this letter will consistute a right of the Highway Department and their agents and empolyees to come upon the premises for reasons of proof.

Also any medical evidence will be sent forthwith as soon as it is received by this office so you will be fully informed of the ongoing claims on behalf of the Heuers.

Please be advised that James Joseph Heuer and Tammie Marie Heuer were occupying the said premises during the period beinging in mid-November and that they were ultimately informed of the fact that the Highway Department claimed responsibility on behalf of the state of Oregon sometime in January of 1985.

Very truly yours,

JOHN D. RYAN

JDR:jls

cc: Mr. James J. Heuer
Mr. Henry A. Carey
Mr. Jesse F. Webb

HIGHWAY DIVISION

FILE: CON

Gary A. Potter
Vern E. Skoog

March 8, 1985

Copy
Con 2

Robert N. Bothman
Assistant State Highway Engineer

Construction Expenditure Forecast

Approval at the Commission Meeting to proceed with purchase of property involved with the Osweg Creek Slide at a cost of a million dollars raises the point of the accuracy of the Expenditure Forecast for right-of-way acqusistion. I am not sure whether that is under Gary's area or Vern's area or both, but certainly needs to be dealt with.

Where are we with getting the right-of-way forecast accurate?

RNB:sl

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

7

February 22, 1985

In Reply Refer To
File No.: MAI

State Senator Charles Hanlon
Rt. 1, Box 221
Cornelius, OR 97113

State Representative Tom Hanlon
P. O. Box 429
Cannon Beach, OR 97110

This is an update of our activities in the Osweg Creek slide area. Since we designated the "red zone" for possible purchase of property by the Highway Division, we have received ten requests from people with property outside the zone asking for purchase of their property. I've attached a copy of a February 21 memo regarding the disposition of those requests. Also, you will note that we are talking with the operator of the water supply system about compensating him for his repair costs for the portion of the system in the slide zone. Hopefully, this will lead to improved water service for the people in and around the slide area.

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Metro Region Engineer

RECEIVED
DOT DIRECTOR
FEB 25 '85
REFER TO
FOR

Info	Answ	R/D	D/R	Sign	Act	File

ELH/cp
bc Fred Miller w/attachment
H. S. Coulter "
W. E. Schwartz "
J. B. Boyd "

FRED MILLER

734-1850

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: February 21, 1985

FROM: ELH
EDWARD L. HARDT
Metro Region Engineer

SUBJECT: OSWEG CREEK SLIDE

OM MRE OE FPM CE
TOS ME
FAS PDM
CSA Metro Region TAM
RAS PA EM BUD LM

On Wednesday, February 20th, a meeting was held in the Region office to discuss whether the "Red Zone" in the Osweg Creek slide should be expanded. We have received requests from ten persons with property outside the zone asking to be included. Attending this meeting were Jack Cartwright, Ed Johnsen, Clarence Eshelman, Ken Rolfe, Bob Sandmann and I.

Ed Johnsen and Clarence Eshelman have previously inspected all of the properties in question and I looked at a number of them on the 19th in company with those two. We decided to categorize the requests into three groups: (1) those that have physical evidence of slide damage, which we will include inside the zone, (2) those that show no damage and are far enough removed from the area of damage that we feel that there is no justification for including them, and (3) those that are on the fringe of the damaged area where we need further time to do some additional investigation before we can make a final decision. In the first group (to be included) are Jacobsen, Iverson and Hall. In the second group (to be denied) are Ellisor and Raichl. In the third group (for further study) are Griepentrog, Forman, Sahli and Magedanz. I will write to each person giving them the results of our decision.

Jack Cartwright reported that he had been discussing the condition and status of the water supply with the present operator, Wade Morgan. Jack has suggested to Mr. Morgan that the Highway Division would be willing to compensate the district for cost of repairs that they have been put to for the system that lies in or near the Red Zone. Mr. Morgan will be reviewing his records to see if he can come up with this data.

ELH/cp
cc W. E. Schwartz
J. B. Boyd
Jack Sollis
Ed Johnsen
Ken Rolfe
Clarence Eshelman
Jack Cartwright

Date: February 15, 1985

To: Oregon Transportation Commission PRO

From: H.S. Coulter, P.E.
State Highway Engineer

Subject: Osweg Creek Slide
Sunset Highway
Clatsop County

On your agenda for the February Commission Meeting will be an item concerning the Osweg Creek Slide on the Sunset Highway in Clatsop County, Oregon.

Significant slide activity has occurred at this location for the last 20 years or more. In 1979, a contract was awarded to build a rock buttress below the slide to attempt to stabilize the slide activity that has increased maintenance activity on this section of highway for many years now.

The proposed stabilization of the slide failed, and the movement in the area has continued at an increasing rate in recent years.

In the spring of 1984, such movement was experienced that the wearing surface of the highway was failing and we had to post maintenance personnel to keep a watch on the section of highway, and the section of roadway reverted to gravel surface.

In the fall of 1984 we funded a state project to remove the failed buttress, restore the drainage that had been interrupted with the slide movement, and to construct a modified alignment for the section of highway.

In late 1984, residents began complaining about problems with their homes, properties, and water systems. The Division is now investigating a number of engineering alternatives to try to stabilize the slide situation.

At this time the engineering solution is not developed, however the immediate need is for the purchase of right-of-way and slide impacted properties, and improvements thereto, in order to give the effected residents in the area relief and prepare for the eventual slide correction work.

This request is to seek your approval of an acquisition project, at an estimated cost of $1.2 million in order to fulfill our obligations. When an engineering solution is developed that will give us some relief in the form of slide stabilization, I will come back to you for approval of the construction funds.

cc Fred Miller
George Bell
Bob Gormsen
E.S. Hunter
W.E. Schwartz
R.N. Bothman
G.A. Potter
D.O. Christensen
C.O. Fredrickson
Walt Hart
Ed Hardt

February 12, 1985

Forrest and Joan Harding
Elsie Route, Box 751
Seaside, OR 97138

The Highway Division has completed its investigation of the slide conditions on Highway 26 in the Osweg Creek area and has concluded that the movement of the highway may have contributed to the problems on your property.

The Division has decided that it will purchase property that lies within the area of influence of the highway slide. This decision was announced at a public meeting at the Jewell School on January 29. You should be approached very shortly by people from the Highway Division's Right of Way Section to discuss details of the purchase of your property.

I can appreciate that the present situation is very upsetting for you. I certainly hope that the Highway Division's solution will take care of the problem. Thank you for giving me the opportunity to be of assistance in this matter.

Sincerely,

Victor Atiyeh
Governor

VA:bb
bc: Highway ✓

RECEIVED
STATE HWY ENGR

FEB 19 '85

REFER TO

FOR

Info	Invest	R/D	O/R	Sign	Act	File

RECEIVED
JAN 18 1985
Governor's Office

[illegible]
[illegible]
[illegible] PDM
CSA Metro Region TAM
RAS PA EM BUD LM

Fred Miller

0 8377

Jan. 15 1985

Dear Sir:

We are homeowner's in the Elderberry homesites in Elsie Oregon. Our land which consist of 1 acre, on tract 7, lots 4, 5,6,7,8 and lot no. 4 across the street from my home. Lot 4 borders Osweg creek. We have lived in this house for 11 years. We love our place and have worked hard to improve our house and land. We have built many out buildings and have done much landscaping. Now to our sorrow, our land and buildings and the land around us are starting to show effects of the slide due to highway 26 above us.

We are concerned citizens, we have 2 children ages 3 and 7 We feel that our home and our children and ourselves are in danger from mudslides and or our land sliding down to the river. We now are worried enough to the point we no longer can take walks through the woods or neighborhood for fear of trees leaning heavily where once they stood straight. The ground has shifted where it no longer feels safe under our feet. Water lines have been breaking for the last 4 months due to earth movements. Cracks in the ground open up almost daily where there were none before. Old cracks in the ground have opened much wider then they were before.

Our own home and land is starting to show signs of shifting earth. Our kitbhen which we just remodled last summer is showing the effects of ground movements. The counter in the kitchen is tile and grout. The grout is cracking in a straight line which has grown 4in. in the last two weeks. The tile on the kitchen floor has started to separate. On the outside of the house, on the same side of the kitchen, the skirting around the house is starting to bulge outwards from the footing. Ontho same side, the septic tank is not workingpopperly, it is starting to seep up on the gound. We are afraid the spring rains will bring alot more touble.

One more major concern is the stress and anxiety we are feeling. My husband was in a logging accident last September. He almost lost his life due to a skull fracture and blood clot. He is now under Doctors care, and is still going to physical therppy every week. In order to continue improvement, he is not to suppose to be under any undue stess at this time. He

RECEIVED
DOT DIRECTOR

JAN 23 '85

REFER TO
Bell
FOR

Info	Ames	R/D	D/R	Sign	Act	File
		✓				

E Hardt

JAN 21 1985

My husband cannot at this time pick up his three year old daughter and pack her around, much less move us if it comes down to that.

We would like to be bought out, for a price that would enable us to find something comparable to what we have here, unless you can give me a notorized written guarante that our lives and our home are not in danger from the slide on highway 26. Thankyou.

Yours Truly

Forrest Harding
Joan Harding

Forrest W Harding
Joan M. Harding

J.H.H.

7102

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

February 7, 1985

RECEIVED
STATE HWY ENGR
FEB 8 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

In Reply Refer To
File No.:

NOTED
W. E. SCHWARTZ

State Sen. Charles Hanlon
Rt. 1, Box 221
Cornelius, OR 97113

Fred Miller told me that you wanted to be kept informed on the situation at the highway slide on Osweg Creek near the community of Elsie on Highway 26.

At a meeting arranged by Rep. Tom Hanlon at the Jewell School on the evening of January 29th, I told a group of about 60 residents of the area that on the same morning in the State Highway Engineer's office a decision had been made that the Highway Division should bear responsibility for slide damage below the highway that could be directly connected to the movement of the highway. We showed them a map of the area on which we had outlined the influence area of the slide. Since we used red tape for the delineation, the area has now become known as the "red zone".

I told the group that for those properties lying within this area, the Highway Division would (1) purchase the property if the owner desired, (2) if the improvement was a mobile home move it to a comparable location, or (3) if there was structural damage but the people wanted to stay, compensate them for repairs with the understanding that the State would be held harmless for damage in the future. We asked them to notify us of which course of action (if any) they wanted to follow so that we could start the process. Knowing that all property owners within the affected area were not at this meeting, we have written to all the legal owners of property within the "red zone". I've attached a copy of that letter for your information.

I also told people at this meeting that the red line was not set in concrete, that if they were outside of the area but still felt that they had suffered damage from the slide, that we would investigate any complaints and determine whether the red line should be extended. Anyone whose property is purchased by the Highway Division because of this problem will be given the same relocation rights as any person dislocated because of a highway improvement. The State's

Right of Way people have established a part-time field office on-site in a mobile home purchased last year which will give the residents easy access to the Highway Division.

We are also arranging for the Highway Division's forester to inspect the trees in the area to determine if any are in danger of falling. If so, we'll contact the owner to obtain permission to fall the trees. I might also mention that Highway Division maintenance crews have gone into the area and smoothed out some roads that had been disturbed because of the slide action and have put gravel on the roads to make them more passable for the local residents.

As you might imagine, the mood of the people at the meeting at the Jewel School brightened considerably when I told them that the Highway Division was going to purchase their property if it was damaged because of the slide. This offer will give us many problems to work out in the right-of-way acquisition process, but we'll deal with them as they come along. I think the situation is being handled about as well as it can be under the circumstances. If you have any questions about what is going on, please feel free to give me a call. We will keep you advised if there are any major new developments.

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Metro Region Engineer

cc State Rep. Tom Hanlon

ELH/cp
bc Fred Miller w/attachment
   Scott Coulter "
   Pat Schwartz "
   Bruce Boyd "
   Ken Rolfe "

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

In Reply Refer To
File No.:

The Oregon State Highway Division has completed its initial investigation of the slide conditions on Highway 26 in the Osweg Creek area and has concluded that the movement of the highway may have contributed to the ground movement that some residents have experienced. The State has decided to take responsibility for the properties that lie within the area of influence of the highway slide. Our records indicate that you own property within this influence zone.

We are prepared to offer you any of the following options:

1) The State will purchase your home or property at fair-market value if you wish to leave the area.

2) If you have a mobile home on this property, the State is willing to relocate it to a comparable site.

3) The State will compensate you for property damages directly related to the latest ground movement with the understanding that the State would not be liable for future damage.

If you feel your property at Osweg Creek has been damaged by the recent ground movement, please notify us in writing giving the details. If you would like to discuss the options mentioned above, you can call Region Right of Way Manager Ken Rolfe collect at 653-3113.

Edward L Hardt

Edward L. Hardt
Metro Region Engineer

VICTOR ATIYEH
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

February 6, 1985

Herbert A. McKechnie
Elsie Route, Box 739
Seaside, OR 97138

Dear Mr. McKechnie:

The Highway Division has completed its investigation of the slide conditions on Highway 26 in the Osweg Creek area, and has concluded that the movement of the highway may have contributed to the problems on your property.

The Division has decided that it will purchase property that lies within the area of influence of the highway slide. This decision was announced at a public meeting at the Jewel School on January 29. You should be approached very shortly by people from the Highway Division's Right of Way Section to discuss details of the purchase of your property.

I can appreciate that the present situation is very upsetting for you and your wife. I certainly hope that the Highway Division's solution will take care of the problem. Thank you for giving me the opportunity to be of assistance in this matter.

Sincerely,

Jeffrey R. Lewis
Assistant to the Governor
Citizens' Representative

JRL/sm

bc: Hwy ✓

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR

FEB 11 '85

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Osweg Creek Slide

WEEK ENDING: February 2, 1985

SECTION PREFIX: 4-1141

HIGHWAY: Sunset

COUNTY: Clatsop

NAME OF JOB: Osweg Creek Slide

KIND OF WORK: Grading, Paving and Signing

CONTRACTOR: Cascade Construction Co

CONTRACT NUMBER: 9902

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: September 27, 1984

DATE WORK STARTED: October 1, 1984

ESTIMATED COMPLETION DATE: November 15, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS

WORK DAYS USED

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: November 15, 1984

PERCENT OF TIME ELAPSED: 119

PROJECT AUTHORIZATION: $429,951.96

EXCLUSIVE OF ENGINEERING: $412,905.41

ENGINEERING AUTHORIZATION: $17,046.55

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $343,992.56

ENGINEERING COST TO DATE: $56,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 16.7 %

PERCENT OF AUTHORIZATION: 164 %

DATE PROJECT WAS COMPLETED: December 4, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100 %	100 %	100 %	100 %	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	75,846 CY	3826 Ton			1136 Ton
TOTAL QUANTITIES CORRECTED TO DATE	66,375 CY	3345 Ton			1484 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	66,375 CY	3345 Ton			1484 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Guardrail		Signing					
PERCENT	100%		100%					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	Part. Cloudy			
MONDAY 28	Part. Cloudy			
TUESDAY 29	Part. Cloudy			
WEDNESDAY 30	Cloudy			
THURSDAY 31	Cloudy			
FRIDAY 1	Snow			
SATURDAY 2				

CE E CAE — RECEIVED LS TC
COE OM SA CC
OE FE CP
CA FEB 06 1985 POC
CAM CONSTRUCTION QCS
EEO SECTION FILE

Contract: 9902 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK** Date: 2-2-85

SUNDAY 27	No activity this week.
MONDAY 28	
TUESDAY 29	
30 WEDNESDAY	
31 THURSDAY	
FRIDAY 1	
2 SATURDAY	

REMARKS

STATUS: Project work completed.
Third Notification and semi-final submitted.
VISITORS: None.

NEXT WEEK: No activity planned.

FINAL REPORT

SIGNED Gary Kennen LOCATION Portland
Gary Kennen, Project Mngr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR

FEB 1 '85

TO: MEMO TO THE FILE

DATE: January 31, 1985

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM:

EDWARD L. HARDT
Metro Region Engineer

SUBJECT:

OSWEG CREEK SLIDE

Cy Jeff Lewis
of Governor's office
2/5

NOTED
W. E. SCHWARTZ

Tuesday morning, January 29 at 8 a.m., a meeting was held in Pat Schwartz' office to discuss the handling of the Osweg Creek slide problem. Attending, in addition to Mr. Schwartz, were: Jack Sollis, Bruce Boyd, Ken Rolfe, Ed Johnsen, Clarence Eshelman, Bob Sandmann and I.

Esh displayed the map that has recently been assembled showing the location of the highway, the inclinometer tube locations that he has been monitoring and other evidence of the slide activity that he has picked up, together with a tract map showing individual properties. We also went through a chronology of events that have occurred in the area since the highway was constructed in 1937, which was contained in my earlier memo of January 17. A key factor seems to be that although the area has shown some slide activity since the highway was built, the condition was aggravated after 1981 when we put the rock buttress in place. Not only did the buttress not stop the highway movement, it continued on to the point that we had to operate the highway on a gravel surface the summer of 1984 due to the severe movement. Jack Sollis mentioned that from a legal standpoint he would have difficulty defending us in court action for the damages to the properties below the highway because of this. It was the consensus that the Highway Division had some degree of responsibility for the damages in the area and that our only real recourse was to move ahead and face up to those responsibilities and get into the purchase of the properties involved.

On the map we drafted a line which encompassed the influence area of the slide coming from the highway. Our approach will be that any property lying in this area would be subject to purchase by the Highway Division if the owner so requests. As an option, if the improvement is a mobile home, we would relocate that to a suitable new location or, if the improvement is damaged but the owner wishes to remain, we would consider a settlement of the damage with a slide easement to hold the State harmless for the future.

Tuesday evening at 8 p.m. I attended a meeting at the Jewel school called by State Rep. Tom Hanlon to discuss with the local residents the status of the slide problem. Ken Rolfe, Clarence Eshelman and Vickie Rocker accompanied me. There were about 60-75 people present. I told the group of the decision that we had reached that morning in the State Highway Engineer's office and I explained the three options for purchase, relocation of mobile home, or slide easement. There were many questions, primarily directed to Ken Rolfe, about the acquisition process, how he values property, how soon he could start working, etc. It was evident to me that the community was very relieved to have us come forward in a positive way and take the position that we have, since some of them are very concerned about damage to their property, the possibility of large trees which have been weakened by the slide movement falling on their homes, broken water lines, inoperative septic systems, etc. A number of questions were asked Tuesday night relative to the right-of-way acquisition process which will have to be answered on a one-to-one basis, but it is obvious to me that we are headed in the right direction.

ELH/cp
cc W. E. Schwartz
J. B. Boyd
Ed Johnsen
Ken Rolfe
Clarence Eshelman
Dave Willhite (2-A)
Jack Sollis
Gary Potter

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO FILE **DATE:** January 29, 1985

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Slide Damage
Properties
Osweg Slide

I discussed with John Wichman the problem at Osweg Creek indicating that we had identified the influence lines of the slide. Within the slide area are approximately 19 dwellings. Mr. Ed Hardt, Metro Region Engineer will be addressing a group interested in the problem. They will be told that we have defined the influence lines of the slide and that we in the future will be meeting with them to discuss damage to their dwellings, possible acquisition. It appeared that three alternatives are available:

1. Purchase these properties,
2. If mobile homes, purchase the land and relocate the mobile home; or
3. Take a slide easement, such as indicated on the attachment, over the property, releasing the Highway Division from future claims or actions.

NOTED
E. S. HUNTER

The Federal-Aid Project which was the supposed repair of the slide was F-27-1(6), programmed in 1979, awarded October 2, 1980, completed July 31, 1981. Slide movement continued. State took some emergency measures last year to attempt to stabilize the accelerated movement.

I assume we will immediately make a programming estimate for the acquisition of the property, but will continue on our course of action presently started. Mr. Wichman added that he had been notified and will take such measures as are necessary to inform the Area Engineer. The Programming Section should be aware of the actions being taken.

JBB:jh/mp

cc: E. S. Hunter, w/attach.
Pat Schwartz, w/attach.
Ed Hardt, w/attach.
Ken Rolfe, w/attach.
John Wichman, w/attach.
Gary Potter, w/attach.

RECEIVED
STATE HWY ENGR
JAN 29 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

File No. 2874

B+S Deed

From O.S.H.C. to Annie A. Coleman and Harry E. Coleman, wife + husband

Consideration $ 18,750.00 Area 2.4 acres

8- Subject to - see below

Provided, however, there is reserved to the Grantor, and waived by the Grantees, all right of access between the above described real property and the right of way of the Sunset Highway abutting on the Southerly side of said parcel, which public highway is further identified as State Highway No. 47. This reservation shall run with the land and shall not be subject to modification, cancellation or destruction by adverse user or estoppel, no matter how long continued. Nothing in this conveyance contained shall be construed as conveying any estate, right, title or interest in and to the public highway right of way or any rights of reversion therein or thereto.

The Grantees, by acceptance of this instrument, do hereby covenant, for themselves, their heirs and assigns, that the State of Oregon, by and through its State Highway Commission, its officers, agents, employees and servants, shall not be held liable or responsible for any damage or injury to the said real property, structures or persons thereon, occurring as a result of any past or future land slide or earth movement. It is expressly intended that this covenant shall run with the land and forever bind the Grantees, their heirs and assigns.

* Subject to conditions, reservations, restrictions, covenants and easements of record and an easement for sewer line granted to Lina Adams by instrument dated January 22, 1959.

From O.S.H.C. to Agnes A. Coleman and Harry E. Coleman, wife + husband

Consideration $ 18,550.00 Area 2.4 acres

8 - Subject to - see below

Provided, however, there is reserved to the Grantor, and waived by the Grantee s, all right of access between the above described real property and the right of way of the Sunset Highway ____ abutting on the Southerly side of said parcel, which public highway is further identified as State Highway No. 47. This reservation shall run with the land and shall not be subject to modification, cancellation or destruction by adverse user or estoppel, no matter how long continued. Nothing in this conveyance contained shall be construed as conveying any estate, right, title or interest in and to the public highway right of way or any rights of reversion therein or thereto.

The Grantees, by acceptance of this instrument, do hereby covenant, for themselves, their heirs and assigns, that the State of Oregon, by and through its State Highway Commission, its officers, agents, employees and servants, shall not be held liable or responsible for any damage or injury to the said real property, structures or persons thereon, occurring as a result of any past or future land slide or earth movement. It is expressly intended that this covenant shall run with the land and forever bind the Grantees, their heirs and assigns.

* Subject to conditions, reservations, restrictions, covenants and easements of record and an easement for sewer line granted to Lina Adams by instrument dated January 22, 1959.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 21, 1985

In Reply Refer to
File No.:
CON 5

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Re: Time Extension Request
Osweg Creek Slide
Contract No. 9902

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 19 calendar days is granted due to the performance of extra and additional work on the project under Price Agreements 3, 4, 6 and 7.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/att.
Gary Kennen w/att.
Bruce Walton

TE/132

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: December 20, 1984

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: OSWEG CREEK SLIDE
Contract 9902

CE__ CAE __ **RECEIVED** LS____ TC____
COE___ OM___ SA____ CC____
OE____ DEC 26 1984 FE____ CP____
CA____ POC____
CAM____ CONSTRUCTION OCS____
EEO____ SECTION FILE____

Attached is a time extension request from the contractor in which he lists four reasons for his request for 26 calendar days. Gary Kennen lists some pertinent information and dates in his letter and recommends granting a 19 day time extension, which is the amount of time which has been charged to this job.

The contractor lists some items of work in his items 1 and 2 which are legitimate, and item #4 which concerns weather and should also be a contributing factor in analyzing a time extension. His item #3, concerning dump sites, is not the responsibility of the State and would be ineligible for any consideration of time.

This contract was let September 27, and was awarded that same date, and the contractor went to work starting to erect signs the next day, and actually went to work on the project the following Monday, which was October 1. The contractor did, at his own expense, work double shifts whenever the particular construction activity would permit through the month of October and November. The rainfall for the month of October is slightly above normal and the rainfall for the month of November was 9.74 inches, which represents a record amount of rainfall for this month during the last ten year period. In 1973 there was 11.55 inches of rain.

As Gary Kennen mentions in his letter, the contract specifies a $75.00 a day penalty when in fact the intention was to make this a $7500 a day penalty in order to insure early completion of the work. In spite of this, the contractor did work long hours and double shifts whenever possible, and pursued the job as diligently as practical considering the weather conditions.

1-18-85

W.E. Schwartz -

I concur with the Region and Project Manager's recommendation for a 19 C.D. time extension, but for slightly different reasons. I recommend a 19 C.D. time extension due to the extra and added work done under P.A. 3, P.A.4, P.A.6 and P.A.7. The late design change covered by P.A. 6 and P.A. 7 sufficiently justify the additional time. It is not necessary to consider the effect of weather.

O.B. Jackmond

1-21-85

OK

DRAFT FOR JEFF LEWIS' SIGNATURE

O.K. -

Herbert A. McKechnie
Elsie Rt. Box 739
Seaside, OR 97138

The Highway Division has completed its investigation of the slide conditions on Highway 26 in the Osweg Creek area and has concluded that the movement of the highway may have contributed to the problems on your property. They have decided that they will purchase property that lies within the area of influence of the highway slide. This decision was announced at a public meeting at the school ~~at~~ Jewel on January 29~~th~~. You should be approached very shortly by people from the Highway Division's Right of Way Section to discuss details of the purchase of your property.

I can appreciate that the present situation is very upsetting for you. I trust that the Highway Division's solution will take care of the problem. Thank you for writing.

orig Pub
affairs
2-5

STATE OF OREGON
OFFICE OF THE GOVERNOR

CITIZENS' REPRESENTATIVE INFORMATION SHEET

STATE CAPITOL
SALEM, OREGON 97310

AGENCY Dept of Transportation

DATE OF INQUIRY 1-21-85

TAKEN BY Sandy McIntyre

ASSIGNED TO Fred Miller, Director

NAME OF INQUIRER Herbert Mc Kechnie

☒ WRITTEN ☐ PHONE CALL ☐ VISIT

ADDRESS Elsie Rt Box 739

PHONE:

RESIDENCE

CITY Seaside, Or. 97138

BUSINESS

☒ COMPLAINT ☐ INFORMATION ☐ REFERRED

SUBSTANCE OF COMPLAINT

☒ DRAFT REPLY SUITABLE FOR Jeff Lewis' Signature

☐ INVESTIGATE AND FURNISH THIS OFFICE WITH NECESSARY INFORMATION TO RESPOND TO INQUIRY.

COMMENTS AND RECOMMENDATIONS

NOTED
W. E. SCHWARTZ

RECEIVED
DOT DIRECTOR

JAN 22 '85

REFER TO Bell

FOR

Info	Inves	R/D	~~D/R~~	Sign	Act	File
		✓				

E. Hardt
Note due date

Ja - 16 - 85

JAN 18 1985

Govner Vic Atiyeh,

This is to inform you that our house is in the slide area that was caused by the Dept of Transporation on Hwy 26 East of Elsie and of the dammage it has done to our house.

Two big beams in our ceiling have moved as we have an open beam ceiling.

And a big crack in our fire place and one in the hearth stone.

On our sun deck a large iron post has pulled away from the deck.

And our foundation has cracks in it, It has dammaged our septic and we have septic water Standing in our front yard. so we can't walk out there and its a health hazzard to people and animals.

We have a large crack in our sea wall and also in our patio wall.

We sit at the bottom of the hill and if it should slide we would have no way to escape it.

We would be under tons of mud and trees and other houses on top of us.

This is making a nervous wreack of my wife. She can't eat and can't sleep at night. She is not a young woman and shouldn't have to go thru a thing like this in her time of life. (over)

We moved down here to retire and Im a disabled veteran.

We want to relocate or be bought out at market value.

and now we find out the county accesor is out here devaulating our homes all of a sudden. and this looks fishie to me.

The Dept of Transpocation has already bought out one lady and relocated her at over market value.

So I feel whats fair for one should be fair for all.

Fred Bassett from the Seaside Signal has been up and taken pictures of the dammage to several homes to see what is happening to us.

Hope you can do something to help us in this mess.

Herbert A. McKechnie
ELSIE Rt Box 739
Seaside, Oregon
97138

9702

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 18, 1985

In Reply Refer To
File No.

Herbert A. McKecknie
Elsie Rt. Box 739
Seaside, OR 97138

This will acknowledge receipt of your letter regarding your property located in the Osweg Creek area. The comments contained in your letter will be investigated by Region Geologist Clarence Eshelman, phone 653-3080. He will be in contact with you during the course of this investigation. You will be informed of his findings as soon as is possible.

I appreciate your concern for your property and trust that the matter can be resolved to your satisfaction soon.

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Metro Region Engineer

RECEIVED
STATE HWY ENGR
JAN 21 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

ELH:lh

bc: Clarence Eshelman w/attachment - Esh-please investigate & report
Ken Rolfe w/attachment
W.E. Schwartz w/attachment ✓

734-1850

Dept of Transporation, Jan 16 · 85

This is to inform you that our house is is in the slide area that was caused by the Dept of Transporation on Hwy 36 east of Elsie and of the dammage it has done to our house.

Two big beams in our ceiling have moved as we have an open beam ceiling.

And our hearth has a large crack across it and two cracks in side the fire box.

On the sun deck a large iron post has pulled away from the deck

And the foundation under the house has cracked.

It has dammage our septic tank and we have septic water standing in our front yard and we can't even walk out there. And its a health hazzard to people and to animals.

We have a large crack in our sea wall and also in our patio wall.

We set at the bottom of the hill and if it should slide we would have no chance at all to escape it.

We would be under tons of mud and trees and houses on top of us.

This is making a nervous wreck of my wife. She can't eat and can't sleep at night. She isn't a young woman and shouldn't have to go threw this in her time of life

" We moved down here to retire and Im also a disabled veteran.

We want to be relocated or bought out at market value.

And now we find out the county accesor is out here devaulutating our homes all of a sudden. And this looks fishee to me.

The Dept of Transportation has already bought out one lady and relocated her at over market value.

So I feel whats fair for one should be fair for all.

Im sending a copy of this letter to Les AuCoin and to Vic Atiyeh also to Tom Hanlon and Fred Bassett from the Seaside Signal.

He has been up here and has taken pictures of the dammage done to several of the houses and what is happening to us.

Respectfully
Herbert A. McFarlane
ELSIE Rt Box 739
Seaside, Oregon
97138

OM MRE OE PPM CE
TOS RECEIVED ME
TAS JAN 17 1985 PDM
CSA Metro Region TAM
RAS PA EM BUD LM

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 18, 1985

In Reply Refer To
File No.

John C. Shump
Elsie Rt. Box 743
Seaside, OR 97138

This will acknowledge receipt of your letter regarding your property located in the Osweg Creek area. The comments contained in your letter will be investigated by Region Geologist Clarence Eshelman, phone 653-3080. He will be in contact with you during the course of this investigation. You will be informed of his findings as soon as is possible.

I appreciate your concern for your property and trust that the matter can be resolved to your satisfaction soon.

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Metro Region Engineer

RECEIVED
STATE HWY ENGR
JAN 21 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sig	[illegible]	File

NOTED
W. E. SCHWARTZ

ELH:lh

bc: Clarence Eshelman w/attachment - Esh-please investigate & report
Ken Rolfe w/attachment
W.E. Schwartz w/attachment ✓

734-1850

John C. Shump
Tallie Rd Box 743
Seaside, Ore
97238

Dept of Transportation
9002 S.E. McLaughlin
Milwaukie, Oregon 97222

Dear Mr. Hart,

Subject: Earth movement & badly —

My house, has been hit because I'm only about 500 ft from where it begins.

My foundation has cracked in several places. My front door needed much work because I couldn't lock it!

My drive way shifted about 3 1/2 feet & is still sinking.

Our road has been badly hit & no help from the County. I drag in place

This movement started from the time the State made a huge rock fill

(over)

I am asking of your office a relocation or buy me out

My property land Number:-
Elderberry - Mekalem Homesites
L#11- Bk. 9.

Yours truly

John C. Skump.

7762

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 18, 1985

In Reply Refer To
File No

Forrest & Joan Harding
Elsie Rt. Box 731
Seaside, OR 97138

This will acknowledge receipt of your letter regarding your property located in the Osweg Creek area. The comments contained in your letter will be investigated by Region Geologist Clarence Eshelman, phone 653-3080. He will be in contact with you during the course of this investigation. You will be informed of his findings as soon as is possible.

I appreciate your concern for your property and trust that the matter can be resolved to your satisfaction soon.

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Metro Region Engineer

RECEIVED
STATE HWY ENGR
JAN 21 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

ELH:lh

bc: Clarence Eshelman w/attachment - Esh-please investigate & report
Ken Rolfe w/attachment
W.E. Schwartz w/attachment ✓

734-1850

RECEIVED
RAS PA EA

Jan. 15 1985

Dear Sir:

We are homeowner's in the Elderberry homesites in Elsie Oregon. Our land which consist of 1 acre, on tract 7, lots 4, 5,6,7,8 and lot no. 4 across the street from my home. Lot 4 borders Osweg creek. We have lived in this house for 11 years. We love our place and have worked hard to improve our house and land. We have built many out buildings and have done much landscaping. Now to our sorrow, our land and buildings and the land around us are starting to show effects of the slide due to highway 26 above us.

We are concerned citizens, we have 2 children ages 3 and 7 We feel that our home and our children and ourselves are in danger from mudslides and or our land sliding down to the river. We now are worried enough to the point we no longer can take walks through the woods or neighborhood for fear of trees leaning heavily where once they stood straight. The ground has shifted where it no longer feels safe under our feet. Water lines have been breaking for the last 4 months due to earth movements. Cracks in the ground open up almost daily where there were none before. Old cracks in the ground have opened much wider then they were before.

Our own home and land is starting to show signs of shifting earth. Our kitchen which we just remodled last summer is showing the effects of ground movements. The counter in the kitchen is tile and grout. The grout is cracking in a straight line which has grown 4in. in the last two weeks. The tile on the kitchen floor has started to separate. On the outside of the house, on the same side of the kitchen, the skirting around the house is starting to bulge outwards from the footing. Onthe same side, the septic tank is not working properly, it is starting to seep up on the gound. We are afraid the spring rains will bring alot more touble.

One more major concern is the stress and anxiety we are feeling. My husband was in a logging accident last September. He almost lost his life due to a skull fracture and blood clot. He is now under Docters care, and is still going to physical therapy every week. In order to continue improvement, he is not to suppose to be under any undue stess at this time.

My husband cannot at this time pick up his three year old daughter and pack her around, much less move us if it comes down to that.

We would like to be bought out, for a price that would enable us to find something comparable to what we have here, unless you can give me a notorized written guarante that our lives and our home are not in danger from the slide on highway 26. Thankyou.

Yours Truly

Forrest Harding
Joan Harding

Forrest W. Harding
Joan M. Harding

J.M.H.

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
JAN 18 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: W. E. SCHWARTZ
Asst. State Highway Engineer

DATE: January 17, 1985

FROM: EDWARD L. HARDT
Metro Region Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: OSWEG CREEK SLIDE

You asked for a report on the history and current conditions at the Osweg Creek slide. Following is a brief historical resumé of the area and some information on the current status.

1937 - Construction of 4X6 box culvert and highway fill.

1937 - mid 1960's - Slow progressive slide movement. Distressed and cracked box culvert. Maintenance and patching of roadway and box.

cc Sen. Charles Hanlon
Jeff Lewis, Gov's. Office
1/21

1960's - Liner placed in box. Continued settlement on roadway, drill investigation done downslope by Region 2.

1970's - Drill work and design for relocation of highway done. Continued slow settlement of highway.

1977 - 36" CMP culvert liner installed (by Maintenance).

1978 - 1979 - Movement continued. 36" CMP liner became warped and cracked. Corrective design submitted for contract.

June, 1981 - Repair contract completed. 30'X60'-wide rock counterberm installed. 36" steel overflow culvert jacked through fill. Inclinometer tubes installed through counterbalance.

February, 1982 - Indication of movement below counterbalance.

April, 1984 - Roadway dropped. Movement accelerated radical patching by Maintenance crews. Investigation below counterberm revealed cracks on dirt road 150' below counterberm.

June, 1984 - Tubes sheared. Extreme distress to roadway. Drainage through fill pinched off. Pumping of Osweg Creek to relieve damming of creek begun.

October, 1984 - Construction started on a temporary detour of the highway around the slide area. A "flyer" (copy attached) was circulated door-to-door regarding the project.

November, 1984 - Osweg Creek returned to its natural channel.

(over)

In October, 1984, Mrs. Calvert wrote to the Governor's office with respect to damage to her residence, which is located on her property below the highway. After review by our geologist, it was concluded that the Calvert property was affected by the movement of the highway and her property was purchased in November.

In January, 1985, we were contacted by the Heuers about their concern for damage to their property. On January 10 that complaint was investigated by Region Geologist C. J. Eshelman and Right of Way people Ken Rolfe and Will Hight. I've attached a copy of Mr. Eshelman's January 11 memo documenting that inspection. Based on this report, we have taken the position that the Highway Division is not responsible for the damage to the Heuer property and we've refused to consider purchase of same.

On Friday, January 11, I was contacted by telephone by a Mr. Rick Elisor, a resident of the Osweg Creek area, who seems to be somewhat of an informal unofficial spokesperson for at least some of the people there. He wanted to know what the Highway Division was going to do about the damaged property in the vicinity. I told him that anyone who felt their property had been damaged by actions of the Highway Division should write to my office and give us the details, including the description of the property. This would give us the information necessary to investigate the complaint. On Wednesday, January 16, Mr. Elisor called and wanted to know what we were doing about the Heuer property. I told him that we had decided that based on our geologist's investigation that the Highway Division was not responsible and we were not going to purchase the property. We also talked about getting the complaints from the local residents to my office so we could investigate those and Mr. Elisor said those were coming. As of Thursday morning, January 17, three have come in by mail. Those will be investigated by Region Geologist Eshelman, accompanied by someone from the local Right of Way office.

Attachments
ELH/cp
cc Bill Geibel
   Clarence Eshelman

STATE OF OREGON INTEROFFICE MEMO

TO: FILE

DATE: January 11, 1985

FROM: C. J. ESHELMAN
Region Geologist C Eshelman

SUBJECT: PROPERTY BELOW OSWEEG CREEK SLIDE

On January 10, 1985, I accompanied Ken Rolfe and Will Hight to investigate alledged damages to the Heuer property near Osweeg Creek.

I found no evidence on the property which may directly be related to the highway failure at Osweeg Creek.

The house is built upon fill right next to Osweeg Creek. Bank sluffing, water erosion and fallen trees are evident.

The external foundation and surrounding yard were examined for cracking. No stress failures were found in the foundation of the house. Mr. Heuer has complained about settlement of floor supports. This condition could not be verified. The yard shows an irregular surface especially in the vicinity of the septic system. No typical failure cracks were found. Overflow pipes were found near the bank and appear to dump sewage into Osweeg Creek. The ground is saturated with liquid. The adjacent uphill property has a large pond of water which contributes to the saturated condition. Rain water downspouts are also allowed to spill on the ground.

In summary, I found a house built on questionable fill experiencing poor drainage conditions.

CJE:jv

cc: Ken Rolfe
Al Harwood

November 13, 1984

Carl Neuburger
Citizens for Better Highways, Inc.
1523 SE Tolman Street
Portland, OR 97202

TRA

This is in response to your October 19 letter concerning flagging on a construction project near Elsie.

First, a comment about that particular project. Normally we would prohibit work on a project on the Sunset Highway on Friday afternoons. However, that project is to correct a slide condition and we feel completion of the work this year is imperative. So we did not include our normal restrictions on work hours.

The work planned for October 5 did not call for extensive flagging. However, late in the afternoon the contractor encountered a drainpipe that neither he nor we know about. The contractor, with our concurrence, proceeded with removal of the pipe, thus creating more traffic interference than had been anticipated. Had we or the contractor been aware of the pipe, the work and flagging would have been handled in a different manner.

The flagging on that project is set up as a bid item and paid for by the State.

While I agree a second flagger warning of the stop ahead would been desirable, I do not feel that either the contractor nor ourselves were negligent in this matter. The prescribed series of signing, which includes a construction sign, the construction speed sign, be prepared to stop, and flagger ahead sign, spaced at about 300 feet, were all in place. The first sign was 1700 feet ahead of the work area. The work area is signed for construction speed of 35 mph.

In your letter you referred to "fast moving" traffic. That, along with the measured lenght of skid marks of the vehicle which struck the boat, leads me to believe the traffic was traveling at a speed faster than the indicated construction speed or the safe speed.

I appreciate your concern, and the concern of your group, for the safety of our highways and the adequacy of our construction signing and flagging efforts. It was certainly neither our intent nor the intent of the contractor to skimp on needed signing or flagging.

For your information, I am enclosing a drawing showing the signing which was in place and the page out of the Uniform Traffic Control Manual covering the situation.

If you have more questions in this matter, or other concerns please feel free to contact our Region Operations Engineer Al Harwood in Milwaukie at 653-3183.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

Enc.

ACH:gw sl

bc H. S. Coulter
E. L. Hardt
Al Harwood

Citizens for Better Highways, Inc.

1523 S.E. Tolman Street Portland, Oregon 97202
Phone (503) 232-9810

DIRECTORS
Carl A. Neuburger
Don Marsters
Nathalie Healey

RECEIVED
STATE HWY ENGR

OCT 23 '84

REFER TO
~~D Christensen~~ cy Hardt

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

W & S
DIR
cy
HSC

10/30
due
11/7

October 19, 1984

Mr. H. Scott Coulter
State Highway Engineer
140 Transportation Bldg.
Salem, OR 97310

Dear Mr. Coulter:

On Friday, October 5, 1984, I, in company with fellow Citizens for Better Highways board member Nathalie Healey, was driving westbound on U.S. 26.

U.S. 26 is of such construction through the Coast Range that it allows traffic to proceed at maximum legal speed until one approaches the settlement of Elsie.

Since this was late on a Friday afternoon, traffic was moderately heavy heading toward the beach and a festival weekend at Seaside.

But as the highway became narrower and dominated by curves, this fast moving traffic began to pile up into a long line, and construction activities along the right of way began to make their appearance with the result that sudden braking by many of the vehicles in the line started occurring setting up the potential for a serious accident.

Suddenly, just east of Elsie this line of closely following traffic rounded a curve and was confronted by a flagman holding a sign to stop because construction equipment was blocking the right of way. There was a slamming on of brakes as this traffic attempted an emergency stop, but one vehicle, a compact car slammed into a boat riding on a trailer pulled by a pickup. The damage was considerable, and I do not know if the driver was seriously hurt. As the traffic resumed movement and slowly pulled around the wreck, I heard the work boss tell the flagman to "go up around the curve."

This incident should not have occurred, and this report is being forwarded to you for your investigation and response. It is obvious to me that the flagman should have been stationed at least a ¼ mile and on the far side of the curve from the work site. Instead, his position was less than a block from where equipment was blocking the right of way.

Compounding the problem, is the fact that the traffic was going down grade making a sudden stop more difficult.

I am wondering if the Highway Division has set out rules that contractors and its own work forces must follow in order to ensure the safety of the driving public.

I can understand why a contractor might want his flagman close to the work site, because to have stationed the flagman on the far side of the curve would have required a second flagman and both of them would have required two-way radios in order to safely direct the traffic. Obviously, this would mean more expense to the contractor, and could offer a plausable explanation for shortchanging the public safety, but that doesn't make it right.

The disquieting effect this particular incident has had on me has given rise to questions in my mind regarding the necessity of working on the highways after normal working hours. The incident in question happened at 6:30 p.m. at a time and on a highway when weekend beach-going traffic was at its highest. I would think that such use would be anticipated, and work schedules be modified accordingly. Emergency work would, of course, be excepted.

I would greatly appreciate your findings with regard to the aforementioned incident be sent me together with information regarding required practices on construction sites with particular emphasis on those that pertain to public safety. Your thoughts on possible legislative remedies to Division problems would also be encouraged.

Sincerely,

Carl A Neuburger

Carl A. Neuburger
President,
CITIZENS FOR BETTER HIGHWAYS

CAN:nch

7712

ROAD DESIGN SECTION 378-3487

ROW 3-1

J. B. Boyd, Manager
Right of Way Section

November 8, 1984

J. H. Versteeg
Road Design Engineer

File 54234
Osweg Slide Section
Sunset Highway
Clatsop County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required on the subject project.

ORIGINAL SIGNED BY
G. F. STRAWN

By:

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. SCHWARTZ
Ass't State Highway Engineer

DATE: October 10, 1984

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: Mildred Calvert Property
Osweg Creek Slide

As discussed in your office last week with you, Jack Sollis, and others, we have now inspected the subject property. The property, including the mobile home located on the property, has suffered considerable damage. Utility service to the mobile home has been interrupted, the addition to the mobile home has separated from the mobile home, the structure has racked to the point where doors are difficult to open and close, and the chimney is considerably out of plumb.

At the meeting in your office it was decided that it would not be in the Department's best interest to resist the claim for damages on this property. It was Jack Sollis' suggestion that if the damage to the property was of sufficient magnitude to require extensive repairs to keep the mobile home habitable, that it would probably be advisable to buy the property and move Mrs. Calvert out.

It is our recommendation that this course of action be followed. I request that the action be expedited since at the time the electrical utilities were interrupted the wires apparently dropped down onto the building and shorted out through the chimney. While the reports do not indicate that there is any immediate danger, I feel that we should move as quickly as possible.

If you approve of this action please advise J. B. Boyd so that we can proceed with the acquisition of the property.

ACH/gw

Orig. to Boyd
cy Harwood
Files
10/12/84

Approved

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 11 '84
REFER TO B. Boyd
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

23-1387

October 5, 1984

CON 5

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

#9902

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9902 for work on the Osweg Creek Slide Section of the Sunset Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

elp

Enclosure

cc: The Travelers Indemnity Co.
Surety Department
707 S. W. Washington Street
Portland, OR 97205

bc: C. O. Fredrickson
Bruce Walton
Walt Hart
Janice Peterson
E. L. Hardt
Gary Kennen

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

September 27, 1984

RECEIVED
SEP 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner
orig in proposal

Oregon State Highway Division
Office of Commission Services
Room 121, State Transportation
Salem, Or. 97310

Re: Oswego Creek Slide - Bid September 27, 1984
DBE and WBE Goals

Ladies and Gentlemen:

In Order to expidite award of the contract on the above referenced project, should our bid be low, we are hereby submitting for your inspection our proposed DBE and WBE goals and subcontractors for the referenced project.

We propose to have 8^{78} % DBE participation and 3^{19} % WBE participation.

Our proposed subcontractors are:

Wadsworth Electric Co. - WBE
1715 Exchange St.
Astoria, Or.

Bid Item	Description	Unit	Quantity	Unit Price	Total
7	Temporary Illumination	LS	L.S	10,000^{00}	10,000^{00}

Jim E.

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

arrow Brothers Corporation - DBE
AGC Center #310
9450 S.W. Commerce Circle
Wilsonville, Or.

Item	Description	Unit	Quantity	Unit Price	Total
5	Temporary Guardrail, Type 2A	L.F.	1025	$8.40	$8610.00
22	Guardrail Type 2A	L.F.	975	12.00	11,700.00
23	Guardrail anchors Type 1	ea.	2	300.00	600.00
24	Guardrail anchors Type 1, Mod.	ea.	2	250.00	500.00
25	Rail End Pieces Type C.	ea.	2	85.00	170.00
29	Removal of Existing Sign Installation	L.S.	L.S.	100.00	100.00
30	Wood Sign Posts	L.S.	L.S	600.00	600.00
31	Type "D" Signs in Place	S.F.	128	9.00	1152.00
32	Span Wire Support Structures (Partial)	L.S	L.S	4100.00	4100.00
				Total	27,532.00

Jon E. Morris, President

OREGON C.U.P. (*Cleaning Up Pollution*) AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P.
Award for outstanding achievement in protecting the environment.

77C2

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

August 20, 1984

J. H. Versteeg
Road Design Engineer

File 54090
Osweg Creek Slide Section
Sunset Highway
Clatsop County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
G. F. STRAWN
GFS
George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
CON 1-

DATE: August 13, 1984

TO: Oregon Transportation Commission

FROM: H.S. Coulter
State Highway Engineer

SUBJECT: Requests for Approval to Add Three Projects to the Six Year Program

On the Agenda for your consideration at the August 21 meeting will be a request to add the following projects to the Six Year Highway Improvement Program:

SUBJECT: Osweg Creek Slide
HIGHWAY: Sunset
COUNTY: Clatsop
PROGRAM YR.: 1985
FUNDING: State Construction
Total Estimated Cost: $723,000

DESCRIPTION: Roadway movement caused by an active slide requires continual observation and maintenance activities. This project would provide an emergency repair (detour and material removal to stabilize the slide). Further engineering will be performed to determine a final method for correcting the slide and restoring the highway.

IMPACT: State Construction Funds are available.

SECTION: Freeway Illumination (City of Portland)
HIGHWAY: Pacific, Stadium
COUNTY: Multnomah
PROGRAM YR.: 1985
FUNDING: I-4R (City to provide match)
Total Estimated Cost: $277,000

DESCRIPTION: This project would convert approximately 1,070 mercury vapor and incandescent lamps to high pressure sodium vapor. Power costs paid by Portland should be reduced

RECEIVED
DOT DIRECTOR
AUG 14 '84
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

FRED MILLER

by 50%. Maintenance costs paid by the State should be reduced by 30%.

IMPACT: I-4R funds are available. No appreciable impact on the Program.

SECTION: Unity Reservoir Guardrail (Unit 2)
HIGHWAY: Dooley Mountain
COUNTY: Baker
PROGRAM YR.: 1986
FUNDING: FAS
Total Estimated Cost: $ 96,400

DESCRIPTION: Section has eroded fill slopes and substandard guardrail. Proposed project would add material to the slopes and install new guardrail. This project will be an extension of an existing project scheduled for fiscal year 1986 to improve the safety in this area.

IMPACT: FAS funds will be available.

RM:me

cc: Fred D. Miller
R.W. Gormsen
Robert W. Bothman
E. S. Hunter
W. E. Schwartz
G. A. Potter
C. O. Fredrickson
J. H. Versteeg
V. E. Skoog
E. L. Hardt
R. D. Hector
George Bell

47

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

84-90

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02571

SECTION Osweg Creek Slide

REGION Metro Region

Hwy * 43

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 4-1463

DATE 8-8-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		2,000
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		2,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		8,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		500
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		500
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		400	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		500	932 RAILROAD & UTILITIES					
						TOTALS	$	$ 22,000
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

CY T

SECTION

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
		X	8-15-84
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X	8/1/84	X	8-15-84
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X Frank E. Perpin	8/14/84		

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

84-90

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02571

SECTION Osweg Creek Slide			REGION Metro Region
'TE HIGHWAY # 47	HIGHWAY NAME Sunset	MILE POST FROM at 22.6 TO	LENGTH 0.25 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Clatsop	ROAD/STREET NAME
ROUTE # 26	FEDERAL AID # F-27-1	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 0	GRADING (✓)	X	FILES (#)	1
RIGHT OF WAY	$ 27	PAVING (✓)	X	ACRES (#)	5±
ROADWAY	$ 335	STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$ -	SIGNING (✓)	X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 50	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ 50	ILLUMINATION (✓)	X	CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 81			RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$	ENVIRONMENTAL CLASS (1,2,3)	~~3~~ 2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 207	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 723	WORK TYPE (1-12)	1 Detour	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ 750				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 / 84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000 s) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000 s) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	3,800	3,800
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Roadway moving because of active slide. Movement is enough to require continual observation and surface repair by maintenance crews.

PROPOSED SOLUTION

Construct temporary detour off of active slide area and remove material from existing roadway to relieve load on active slide. This is a temporary solution until a permanent solution can be engineered.

RECOMMENDED, REGION ENGINEER X	DATE 8/1/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

[illegible]

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

84-90

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02571

SECTION Osweg Creek Slide

REGION Metro Region

PROJECT JUSTIFICATION

Roadway is moving continually and requires 24-hour observation and maintenance by section maintenance crew. Sunset Highway is a heavily traveled route between Metro Region and the coast. No detour is available in the immediate vicinity. A final solution will not be determined before onset of the coming winter. A detour will be necessary as part of construction of any corrective measure and the existing roadway fill needs to be removed from the area to reduce the loading on the active slide. If the material is not removed before winter, the slide activity will accelerate, increasing the potential for severe damage to private property including residences located within the active slide below the highway.

ADMINISTRATION RECOMMENDATION

PROJE[illegible] PROSPECTUS

PART 2 — PROJECT DETAILS

84-90

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02571

SECTION Osweg Creek Slide

REGION Metro

[illegible]ER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT		GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1			

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N

DESIGN SPEED Detour

DESIGN STANDARDS Detour

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
0	0	0	0	4	0	0	12'	0	12'	0	0	4	0	0	0	0
				4			12		12			4	(Detour only)			

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Surfacing	16" total	0			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 8/14/84

734-1912 (7-82)

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, MANAGER
Program Section

DATE: August 1, 1984

FROM: ROBERT A. SANDMANN
Metro Region Maintenance Engineer

SUBJECT: OSWEG CREEK SLIDE
Sunset Highway @ M.P. 22.6
Clatsop County

Here is our programming packet for Osweg Creek Slide.

The request is for a project to construct a detour and remove material from the existing roadway. The removal is expected to stabilize the slide. Further engineering studies are required to determine the final method for correcting the slide and restoring the highway.

The Metro Environmental Unit has identified this project as Category 2.

I have recommended this project be funded with State funds so that the project can be expedited. The detour and removal work needs to be completed by the end of October 1984.

We have made estimates for the Region functions on the enclosed Survey Authority. The Location Section should add estimates for the Salem offices.

Original Signed By
Robert A. Sandmann

NOTED
W. E. SCHWARTZ

RAS/gw
Attachment
cc R. N. Bothman w/part 1 - Please expedite approval and scheduling for
E. S. Hunter " - contract
W. E. Schwartz "
Frank Terpin
Jim McClure
Curt Duval
Tom Schwab
Jef Kaiser
Karen Bunk

RECEIVED
STAT HWY ENGR
AUG 2'84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

81-128-1367

PROJECT PROSPECTUS
PART 1 – PROJECT REQUEST

84-90

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Osweg Creek Slide	REGION Metro Region

STATE HIGHWAY # 47	HIGHWAY NAME Sunset	MILE POST FROM at 22.6 TO	LENGTH 0.25 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Clatsop	ROAD/STREET NAME
ROUTE # 26	FEDERAL AID # F-27-1	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 0	GRADING (✓)	X	FILES (#)	1
RIGHT OF WAY		$ 27	PAVING (✓)	X	ACRES (#)	5±
ROADWAY	$ 335		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$ -		SIGNING (✓)	X	**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$ 50		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ 50		ILLUMINATION (✓)	X	CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 81				RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$		ENVIRONMENTAL CLASS (1,2,3)	~~3~~ 2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 207		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 723	WORK TYPE (1-12)	1 Detour	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 750				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 / 84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	3,800	3,800
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Roadway moving because of active slide. Movement is enough to require continual observation and surface repair by maintenance crews.

PROPOSED SOLUTION

Construct temporary detour off of active slide area and remove material from existing roadway to relieve load on active slide. This is a temporary solution until a permanent solution can be engineered.

REQUESTED, REGION ENGINEER X Edward C. [illegible]	DATE 8/11/84
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG FOR ADMINISTRATION X	DATE

TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PR ECT REQUEST (Cont.)

84-90

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Osweg Creek Slide

REGION: Metro Region

PROJECT JUSTIFICATION

Roadway is moving continually and requires 24-hour observation and maintenance by section maintenance crew. Sunset Highway is a heavily traveled route between Metro Region and the coast. No detour is available in the immediate vicinity. A final solution will not be determined before onset of the coming winter. A detour will be necessary as part of construction of any corrective measure and the existing roadway fill needs to be removed from the area to reduce the loading on the active slide. If the material is not removed before winter, the slide activity will accelerate, increasing the potential for severe damage to private property including residences located within the active slide below the highway.

ADMINISTRATION RECOMMENDATION

July 26, 1984

MAI

Mr. Robert F. Pope
Box 730, Elsie Route
Seaside, OR 97138

Your concern for the safety of homes and property within the slide area at Osweg Creek is shared by the State Highway Division. As stated in your letter, maintenance crews have been living with the problem on a 24-hour, seven-day schedule for some time now.

The Highway Division is actively involved in trying to determine the cause for the most recent slide activity. Once the cause is determined, plans will be prepared for a contract to stabilize the highway. In the interim, plans are being prepared for construction of a detour and removal of all or part of the existing roadway. This work is intended to be done before winter.

Please convey this information to all those concerned enough to sign your letter.

If you have any questions or want more information, feel free to contact Mr. R. A. Sandmann, Metro Region Maintenance Engineer, 9002 S. E. McLoughlin Boulevard, Milwaukie, Oregon 97222. The telephone number is 653-3090. Mr. Sandmann would be willing to fill you in on details regarding the slide problem.

Fred D. Miller
Director

RAS:gw sl rw

bc: H. S. Coulter
E. L. Hardt
R. A. Sandmann

RECEIVED
STATE HWY ENGR
JUL 16 '84
REFER TO Hardt
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

for Miller

cy 7/18
due 7/24

WES
RID for
Miller

RECEIVED
DOT DIRECTOR
JUL 16 '84
REFER TO Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

Seaside, Oregon
July 13, 1984

Mr. Fred D. Miller
Director, Dept. of Transportation
Salem, Oregon

Dear Mr. Miller:

The owners and residents of property in the slide area along Osweg Creek on Highway 26 at milepost 23 are greatly concerned for the safety of our homes and property, due to the threat of slide movement and the threat of falling trees loosened by the slide of the fill in the highway above.

It seems that the entire Elderberry-Nehalem Project may be involved.

Breaks in the mains of our water system seem to be caused by the earth movement, and we are told that power lines are being stressed. These two items could leave us without fire protection as well as power.

New breaks in the project roadways are being noted constantly.

Because of the present round-the-clock activity of your people in the area and because your department was able to stabilize the slide to the East of this one, we are confident that the problem will be solved as rapidly as possible. It is therefore obvious that the purpose of this letter is to express the fact that many people are involved, along with much property, in addition to Highway 26.

We would appreciate any statement you would be able to make in this regard.

Yours truly,
Robert F Pope
Acting Chairman
Box 730 Elsie Rt.
Seaside, Ore. 97138

C/C Senator Charles Hanlon
Rt. 1, Box 221
Cornelius

Representative Tom D. Hanlon
P.O. Box 429
Cannon Beach,

Mr. Anthony Yturri, Chairman
Oregon State Highway Commission
Transportation Building
Salem, Oregon 97310

1. [illegible] Mr
Elsie Rt. Box 745
Seaside Ore. 97138
2. Charles W Moore (Esther)
Elsie Rt. Box 654 - Seaside, Ore 97138
3. Mr & Mrs J.H Snodgrass
Box 749 Elsie Rt.
4. Mrs. H. N. Dillard
Elsie Rt. Box 725
Seaside, Or 97138
5. Mrs Mildred Caiwest
Elsie Rt, Box 662 Seaside Ore
97138
6. [illegible] R Reeder - Paul T.
Elsie Rt Box 660
Seaside Or 97138
7. Robe + E Smith
Elsie Rt Box 651 Seaside Ore
97138
8. Beverly J Transon
Elsie Rt Box 659 Seaside Ore
97138
9. Dorothy L. Tiedeman
Elsie Rt Box 663
Seaside Ore
10. David L Morgan
Elsie Rt Box 645
Seaside, O
11. Mr & Mrs Robert [illegible]
12. [illegible] Morgan
Elsie Rt 645 Seaside Ore 97138
13. Mr & Mrs Andrew Raiche
Elsie Rt Box 748
14. John [illegible]
Elsie Rt Box 743 Seaside, Ore
15. Mr & Mrs [illegible]
16. Mr+Mrs. W H Snodgrass
Box 741, Elsie Rt., Seaside, Or.
17. Beverly R. Clancy
Elsie Rt Box 647
Seaside Ore. 97138
18. Mr & Mrs. Ernest W. Hardie
Elsie Rt Box 73
Seaside, Ore. 97138
19. Stewart M. Poppino
Elsie Rt. Box 744 A, Seaside, OR 97138
20. Trent Garner Elsie Rt
Box 733
21. M + Mrs Griepentrog Elsie Rt. Box 710 Seaside
22. Mr + Mrs. H.A. McKechnie
Box 744

STATE OF OREGON **INTEROFFICE MEMO**

TO: R. L. SCHROEDER
Maintenance Engineer

DATE: June 1, 1984

FROM: R. A. SANDMANN
Metro Region Maintenance Engineer

SUBJECT: Osweg Creek Slide
MP 22.61 Sunset Hwy

The Osweg Creek fill has again become an extremely active slide. Foundation exploration & location crews are gathering data to be used in determining a method for correction. District 2A maintenance crews are having to daily reshape the roadway surface as well as man a 24-hour, 7 day a week patrol. The costs of the maintenance crews work is currently running approximately $3,000 to $5,000 per day. Every effort is being made to get a repair contract going this Summer. The key element for maintenance will be to get a detour built and in use by the end of Summer. If the situation continues to deteriorate at the present accelerated rate, it may be necessary to consider a General Services equipment rental contract before a contract for repair can be worked up. Any assistance you can give us would be appreciated.

sly
cc: ~~R. N. Bothman~~
W. E. Schwartz
E. S. Hunter
Bill Geibel

Potter
Note

R. N. BOTHMAN

RECEIVED
ASST STATE HWY ENGR
JUN 4 '84
REFER TO
FOR
Info Invest R D D R Sign Act File

cy 6-4
Potter

SERIES TITLE:

Contracts

LAST RECORD
IDENTIFICATION:

Contract # 9902

OMI

Oregon Micro-Imaging, Inc.

1790 West Eleventh Ave.
Eugene, OR 97402
503/687-9585

14915 SW 72nd Ave.
Portland, OR 97224
503/620-3333

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Eugene, Oregon 97402
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FAX (503) 687-0304

END

OF

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